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8.00 " " 10.00 " "	" " " "	10 "
10.00 " " 11.00 " "	" " " "	15 "
11.00 " " 12.45 p.m.	" " " "	15 "
12.45 p.m. " 1.15 " "	" " " "	10 "
1.15 " " 1.45 " "	" " " "	15 "
1.45 " " 2.15 " "	" " " "	10 "
2.15 " " 5.00 " "	" " " "	15 "
5.00 " " 8.30 " "	" " " "	10 "
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8.50 p.m. and 9.00 p.m.	9.30 to 11.00 p.m.	
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10.30 " " 11.00 " "	" " " "	10 "
11.45 " " 12.00 noon " "	" " " "	15 "
12.00 noon " 1.00 p.m. " "	" " " "	10 "
1.00 p.m. " 5.00 " "	" " " "	15 "
5.00 " " 7.00 " "	" " " "	10 "
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Y 14.95	Mukden (S.M.R. Train)	Ar.	3.20 p.m.	Mon.	"	"
	"	Ar.	11.25	"	"	"
Y 11.50	Changchun	Ar.	6.50 a.m.	Tues.	Thurs.	Sat.
R 9.60	Harbin (Russian Train)	Ar.	8.30	"	"	"
	"	Ar.	2.00 p.m.	"	"	"

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	Harbin (Russian Train)	Lv.	10 a.m.	Mon.	Wed.	Fri.
R 9.60	Changchun	Ar.	6.30	"	"	"
Y 11.50	Mukden (S.M.R. Train)	Ar.	7.00	"	"	"
	"	Ar.	1.50 p.m.	"	"	"
Y 14.95	Dairen	Ar.	3.10	"	"	"
	"	Ar.	10.20	"	"	"
Y 40.00	Shanghai (Steamer)	Ar.	Noon	Thurs.	Sat.	Mon.

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[1025]

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Hongkong, 16th April, 1913.

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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith. All letters for publication should be written on one side of paper only.

No anonymous signed communications that have already appeared in other papers will be inserted.

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DEATH.

GONCALVES.—On the 9th inst., at the Spanish Dominican Procuration, the Rev. F. JOAO GONCALVES, S.J. Deeply regretted.

HONGKONG OFFICE: 10A, DES VOGES ROAD.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, SEPTEMBER 11th, 1913.

WE are glad to see that the Chinese Government is giving its attention to the important question of the smuggling of arms and ammunition into China. This contraband trade undoubtedly serves to keep the country in a constant state of turmoil. It is frequently said that this traffic was responsible for the revolution of 1911 as well as for the more recent disturbances, and that so long as the Government is unable to more strictly control this trade the probability is that there will be no end to revolutionary outbreaks. But it is as well to bear in mind that the latest revolutionary outbreak was not the work of the mob, but of the soldiery under the inspiration and guidance of men who had been duly set in authority over them by the Central Government. The arms and ammunition used in the attempt to subvert the authority of the Central Government, it is to be presumed, had been duly imported and purchased by the responsible agents of the Government. We are therefore inclined to disagree with those who declare the smuggling of arms and ammunition to have been the "key" to past revolutionary upheavals and is certain to lead to other rebellions. Nevertheless, it cannot be denied that the smuggling of arms, which is obviously taking

place to an enormous extent, is a serious menace to public order in China, and as we have said many times before, it is high time that a serious effort were made to deal with this grave question. We have only to look at the conditions which are at the present time prevailing over a very large part of the Province of Kwangtung. Almost every second man in many districts is said to be armed with a revolver or rifle, either for the purpose of active brigandage or for the defence of his life and property from the marauding bands who gain a livelihood by continual depredations. How all these people became possessed of their weapons is a question which the Chinese authorities might profitably investigate if they do not already know. It may be that a large percentage of these weapons were originally the property of the military authorities who issued them to all and sundry who responded to a call to arms in the days of revolution and who, when the fighting was finished—and very likely long before in many cases—vanished into the country, surreptitiously taking their weapons with them. In a country where clan feuds are so frequent as they are in the Province of Kwangtung, where order is not enforced by a disciplined military organisation, but where villages group themselves in "antagonistic" to other groups, the general conditions obviously lead themselves to encouraging this illicit traffic in arms. When in the first Revolution the disorderly elements in the provinces were enlisted and trained to some extent to the use of arms, it was foreseen by those who know the country districts well that this boded ill for the future tranquillity of the districts. If they did not succeed in stealing the arms issued to them by the military authorities, large numbers of them appear to have managed to secure modern weapons somehow, and in some parts at least of the province of Kwangtung, there exist as a consequence conditions of lawlessness, piracy and brigandage which a correspondent recently declared would require a whole army to suppress. The Chinese Government, recognising the need for stricter control over the import of arms and ammunition into China, recently instituted a Board of Admiralty at Shanghai to deal with this important question in accordance with a set of regulations which we gather had been tentatively approved by the Diplomatic Corps, but it would seem that subsequently the scope of these regulations was enlarged with the result that the Diplomatic Body has refused to recognise the regulations, and it is reported that the Bureau will be discontinued. As originally drafted the regulations provided that Chinese warships should have the right to search foreign ships in the territorial waters of China, but it seems that this was subsequently enlarged to a right to search on the high seas! That is, of course, an impossible claim; but it may, nevertheless, be hoped that agreement might be reached on the basis of the original draft of the regulations, because, it is patent that it is of vital importance to the legitimate foreign trade of the country that the Government should be assisted in every reasonable way to restore throughout the country those conditions of tranquillity which are essential to the prosperity of trade and commerce.

A Siberian mail arrived from Shanghai yesterday morning a day before it was expected by the Post Office!

Major-General C. A. Anderson, C.B., assumed command of the Meerut Division on August 21st on arrival from Hongkong.

The police have been informed by Mr. A. Bryson, Secretary of the China Mail, Ltd., that between September 2nd and 9th a shroff in the employ of the Company collected \$1,100, and disappeared.

When the German steamer *Silesia* arrived at Singapore from Hongkong recently, the Chief Officer, Mr. Muhlmann, was reported to be suffering from typhoid fever. He was removed to hospital, where he remains.

The death has taken place at the Government Civil Hospital of Police Constable Loughton, who joined the local force about 18 months ago from the K.O.Y.L.I. Deceased, who succumbed to an attack of pneumonia, was a well-built, athletic fellow, and was very popular among all classes in the police.

Mr. W. A. Cusack, I.S.O., the Inspector-General of Police at Singapore, has left for England, preparatory to retirement from the Straits Settlements police, with which he has been associated since May, 1883. At the Singapore Club last week a number of his personal friends entertained him at a farewell dinner, the Chief Justice, Sir W. H. Hyndman Jones, being in the chair.

We regret to record the death of Mr. Yung Hin Pong, a graduate of the Chartered Bank. He died at his residence in Hongkong on Tuesday evening at 5.30 and was buried yesterday.

The green signals were hoisted last night indicating a typhoon outside the 300-miles radius. The chart issued by the Observatory yesterday showed the typhoon to be E. of Formosa, and travelling in a Westerly direction. If the centre of the storm continued on the same course across the island of Formosa, it would strike the China coast somewhere in the neighbourhood of Amoy.

Mr. Benjamin C. Friede, chief electrician of the U.S.S. *Monterey*, was killed in an automobile accident on the Pass Road, Manila, last week. He was passenger in a public auto driven by a man named Frank Maddison. The car struck a tree and was smashed to atoms. The chauffeur was injured and is in hospital. Friede was picked up alive, but died after admission to the hospital.

Details are published of the will of Mr. Alexander McConachie, of Mar Gate, Stirling, formerly of Gilman & Co., China, and at one time a member of the Legislative Council, Hongkong, Chairman of the Hongkong Chamber of Commerce, Chairman of the Hongkong and Shanghai Banking Corporation, and Chairman of the China Fire Insurance Company, who died on March 18th. Mr. McConachie left personal estate of the total value of £53,155, of which the personal estate in the United Kingdom amounts to £20,400.

A free fight between rival clansmen took place in a house at Chatham Road, Hunghom, on Tuesday night. Apparently the strife arose through an action of a Hakka, who is alleged to have stolen a pair of shoes from a Punti. The two men quarrelled and the squabble developed into a general fight between the rival clansmen. As a result a man appeared before Mr. F. A. Hazeland at the Magistrate's court yesterday charged with wounding another man by cutting his arm with a rice bowl. The Hakka, who was the original cause of the trouble, was charged with stealing the shoes, but the case was dismissed. Both men were bound over to keep the peace.

DEATH OF FATHER GONCALVES.

The Roman Catholic community in Hongkong and Macao mourns the loss of a well-known and highly respected Jesuit Father in the Rev. Joao Goncalves, who died at the Spanish Dominican Procuration on Tuesday night and was buried last evening in the Roman Catholic Cemetery at Happy Valley. Fr. Goncalves was one of the many Jesuit priests expelled from Macao after Portugal had been proclaimed a Republic. He was greatly esteemed in Macao and his death will be widely regretted by members of the Portuguese Community and particularly by his past pupils.

A correspondent writes:—Father Goncalves was much respected and esteemed by all the Portuguese, especially in Macao, where he took charge of St. Joseph's College in the early eighties and remained there till the new Republic of Portugal expelled all the religious institutions from their colonies in 1910, when Father Goncalves and his colleagues proceeded to Cochinchina. While there he was seized with partial paralysis which caused him to return to China. Since his arrival here he has been the guest of the Very Rev. Fr. Noval of the Spanish Dominican Procuration. His health had been apparently improving and he was about to proceed to Sui Hing, his new field of labour, when a relapse compelled him to take to his bed, where he remained till he passed away peacefully at 10.30 p.m. on Tuesday. He had expressed a desire to die in Sui Hing, but Providence directed otherwise, as in the case of his great predecessor, St. Francis Xavier, who died in San-choan, before reaching his field of mission labour in China. On Sunday last he asked his superior, Rev. Fr. Sebastiao, to administer to him all the Sacraments and he renewed all the vows of the Society. Thereafter he was quite resigned and ready to die. The day previous to his death he became unconscious and remained in that condition till he breathed his last. *Beati mortui qui in Domino moriuntur.* The deceased Father was a true father to all who sought his advice, as he was, moreover, an ideal missionary. He was a Doctor of Divinity, professor of science and philosophy, and a man of great literary ability. His loss will be greatly felt in ecclesiastical circles as well as in the social life of the Roman Catholic community. His funeral was attended by numerous clergy and friends. His Lordship Bishop Pozzoni officiated at the Requiem services and numerous wreaths were sent to the Spanish Procuration previous to the funeral.—R.T.P.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

THE MURDER OF MR. ABE.

YOUTHFUL ASSASSIN COMMITS SUICIDE.

TOKYO, September 10th.

One of the assassins concerned in the murder of Mr. Abe—a youth 18 years of age—committed suicide this morning. He left a letter to the police.

FURTHER INCIDENT AT NANKING.

TOKYO, September 10th.

Another incident has occurred at Nanking. Soldiers assaulted Japanese bluejackets and tore their flags.

TROUBLE IN MUKDEN.

TOKYO, September 10th.

The *Nichi Nichi* says that at Mukden on Monday two Japanese Army surgeons in uniform were attacked by two Chinese farmers. On the same evening, Chinese

soldiers invaded the railway territory on a pretence of pursuing bandits, and fired weapons, thus committing a breach of the laws. They were arrested.

[THROUGH REUTER'S AGENCY.]

THE JAPANESE AND THE NANKING OUTRAGE.

THE "TIMES" ON THE SITUATION.

LONDON, September 10th.

The *Times* in a leading article considers that the murder of Mr. Abe was more deplorable than the Nanking outrage, because, though the Japanese Government remains calm, it is supposed that the motive for the crime indicates that the tides of popular passion are less controllable than during the Meiji era. It trusts that the Japanese demand for reparation will be less violent than a Naval demonstration, which would probably cause the downfall of Yuan Shih-kai. The problem confronting Japan in China is identical with that of the rest of the Powers, whose interest it is to restore a strong Government in the Republic, for which Yuan Shih-kai is best qualified, though the methods he employs are unfortunate, and he does not appear to have tried to restrain excesses on the part of the troops. While favouring continued support of Yuan at present, the *Times* insists upon his Government changing its attitude in regard to the Loan and the application of the money, otherwise he might find it difficult to replenish his cash box. Unless an effort is soon made to fulfil the Loan conditions, the time may come when even the policy of Yuan Shih-kai will be deemed to be a failure.

PRESBYTERIAN MODERATOR AND HOME RULE.
AN EXTRAORDINARY REQUEST TO MINISTERS.
LONDON, September 10th.
The Moderator of the General Assembly of the Presbyterian Church of Ireland, in a letter to ministers, asks them to observe the 28th inst. as a day of "Humiliation and Prayer," in view of "the serious crisis arising from the attempt to force on an unwilling people a form of Government that they dislike, threatening a sacrifice of life, a destruction of property, and unspeakable misery to thousands."

THE CHANCELLOR AND THE CECIL FAMILY.

LORD SALISBURY ASKS FOR INSTANCES.
LONDON, September 10th.

The Marquis of Salisbury, in a letter to the *Times* in reference to the Lloyd George-Lord Wolmer correspondence, requests Mr. Lloyd George to give the instances he had in mind when he referred to investments by the Cecil family while in office.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

RESULT OF THE ST. LEGER.

LONDON, September 10th.

The St. Leger Stakes, run at Doncaster to-day, resulted as follows:—

Night Hawk 1
White Magic 2
Seremond 3

The probabilities for the St. Leger were as follow:—Aghdoo (Maher), Arda (Earl), Bachelor's Wedding (Donoghue), Birlingham (Whalley), Curragh (Stern), Jameson (Walter Griggs), Louvois (Saxby), Willy Nilly (F. Bullock), Night Hawk (Wheatley), Roseworthy (Higgs), Seremond (Spear), and White Magic (Wootton). No jockey is yet named for Taslett.

Harry of Hereford was scratched at 2.30 yesterday.

Latest betting (midnight)—5 to 2 against Louvois, 5 to 1 against Aghdoo, 11 to 2 against Bachelor's Wedding, 100 to 6 against Curragh and Arda, 20 to 1 against Taslett, 25 to 1 against Birlingham, 100 to 3 against Seremond, and 40 to 1 against Jameson.

THE CHAMPAGNE STAKES.

Intense interest centred in the Champagne Stakes, run at Doncaster yesterday. The Tetrach beating Stornoway in a canter by three lengths. These are the best of the two-year-olds, and the result maintains the Tetrach's phenomenal form and unbeaten record.

NARROW ESCAPE FOR ANOTHER SCOTCH EXPRESS.

SMASHES INTO RUNAWAY TRUCKS BUT KEEPS THE RAILS.

LONDON, September 10th.

The Caledonian-Edinburgh express, on the way to Glasgow, had a miraculous escape at Levensant. Seventeen trucks ran away from a siding, collided with a signal-box, and obstructed the main line. The express smashed into the obstruction, but fortunately kept to the rails.

THE DUBLIN STRIKE.

CONGESTION OF CROSS-CHANNEL CARGO TRAFFIC.

LONDON, September 10th.

The strike at Dublin, which still continues, is upsetting the cross-Channel cargo traffic. The London and North-Western Railway boats were unable to discharge their cargo in Dublin, and returned to Holyhead, where they are discharging, the goods being returned to the senders by rail.

LONDON POSTMEN DISSATISFIED.

ANOTHER STRIKE THREATENED.

LONDON, September 10th.

The London postmen have passed a resolution condemning the report of the Select Committee, published last month, and recommending an active propaganda in favour of a strike.

FRANCE AND THE KAISER'S DIPLOMACY.

INDIGNATION IN PARIS AT ROYAL SPEECHES.

LONDON, September 10th.

A piquant situation has been caused by the speeches of the Kaiser and King Constantine. The latter visits Paris shortly, but even official circles say it will be difficult to forecast the reception that will be accorded him owing to the indignation felt in Paris. France has been proud of her officers in re-organising the Greek Army, and the brilliant superiority of its French weapons. Moreover, France supported the Greek claims even against Russia.

ARMY AVIATOR'S MIRACULOUS ESCAPE.

URNS FOUR SOMERSAULTS IN THE AIR AND LANDED SAFELY.

LONDON, September 10th.

An aviator was testing an Army aeroplane at Farnham and when about 2,000 feet high he lost control. The machine turned a somersault four times, and then the aviator recovered control and landed safely.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE HOME RULE BILL.

POSSIBLE CONSTITUTIONAL DIFFICULTIES DISCUSSED.

LONDON, September 10th.

Arising out of Mr. Balfour's speech at Haddington, Sir William Anson, Lord Hugh Cecil, and Professor Morgan write as length to the *Times*, discussing possible Constitutional difficulties in connection with the Home Rule Bill.

Sir William Anson and Lord Hugh Cecil maintain that the Sovereign has a right to reject the advice of Ministers if he can find other advisers who will bear the responsibility of rejection.

Professor Morgan says that a Sovereign's independent decision to dissolve Parliament would be equivalent to dismissal of the Ministers. No loyal subject could contemplate without misgiving the effect on the position of a Sovereign if an election were held under such circumstances.

NEW AMERICAN TARIFFS.

WASHINGTON, September 10th.

The Senate has adopted the Tariff Bill by 44 votes to 37.

THE SAN FRANCISCO EXHIBITION.

CANADA'S HEARTY SUPPORT.

OTTAWA, September 10th.

On the occasion of the opening of the Central Canada Exhibition, Mr. Burrell, Minister for Agriculture, referred to the decisions of Great Britain and Germany not to participate in the San Francisco Exhibition, and emphasised in the presence of Cabinet Ministers, Sir Wilfrid Laurier, and others that the Dominion must be worthily represented. The completion of the Panama Canal would revolutionise Canada's commerce, he said, and it was consequently desirable that Canada should have the best exhibit in her history.

Mr. White, Finance Minister, afterwards said in the course of a speech that he would be glad to grant a reasonable appropriation and advance from the Dominions for agricultural interests.

REPUBLICAN VICTORY IN MAINE.

PORTLAND (MAINE), Sept. 10th.

A Republican has been elected to Congress by a plurality of 553 over the Democrat candidate, with the Progressive a poor third. At the previous election, President Wilson had a plurality of 1,426 over ex-President Roosevelt, with the Republican third.

GERMAN NAVAL AIRSHIP DESTROYED.

TERRIBLE LOSS OF LIFE.

HELGOLAND, September 10th.

A German Naval airship was destroyed and sunk in a gale 18 miles from Heligoland, and 10 persons perished.

The airship, which was of the latest type, was caught in a violent squall, and hurled on to the surface of the water. It was pounded by the waves, and sank in an hour. Torpedo boats hurried to the rescue, and saved seven persons. The drowned number 13, including Captain Metzger, the commander of the Naval Airship Division, and Captain Hahne, the commander of the airship, which was undergoing trials with a Naval Commission on board.

JAPAN'S LOST TORPEDO.

SECRETS OF A WONDERFUL WEAPON.
The anxiety of the Japanese to recover the torpedo lost in Belfast Lough by the new battleship *Kongo* is easily explained, remarks a writer in a London contemporary.

The *Kongo's* torpedoes embody most important secrets, for they are understood to be as much ahead of the new British 21-inch torpedo as the latter is ahead of the old pattern 18-inch weapon. Propelled by engines worked by hot air generated by a spirit, the composition of which is a secret, the *Kongo's* torpedoes have a much longer effective range than the British weapon, and are reported to be in other respects more formidable. As the *Kongo* is the first ship to carry them, it would be ill-luck for Japan if one of these weapons fell into hands that could unravel its secrets to her disadvantage. Hence it is that the Japanese Government have offered £200 reward for the lost weapon. This is forty times the sum given by the British Admiralty for the recovery of a lost torpedo.

CHINA AND HER ADVISERS.

SIR FRANCIS PIGGOTT AND THE DIPLOMATS.

[FROM OUR OWN CORRESPONDENT.]

PEKING, August 30th.

Peking is greatly amused just at the moment by the flushed faces and fluttering hearts of the Advisers. Jealousy—that verdant-eyed destroyer of human happiness, which ought to be permitted by men to be the sole property of woman-kind—is stirring them to untoward agitation, and there is much talk of a gathering to form a union to keep out free labour—or rather labour that does not result by virtue of a diploma of actual appointment.

There are many would-be Advisers in the Capital. The streets almost throng with men who could remove every disability from which unhappy China suffers, "if they would only take my advice," as each and every one whispers in one's ear. And each and every one has a different pill for the pale Republican people. Some do their best to administer the dose, and some want to but have not the courage of their convictions, or lack the nerve to seize the patients and forcibly doctor them.

Among those who have managed to induce the anæmics to open their mouths and shut their eyes is Sir Francis Piggott. Hongkong's energetic ex-Chief Justice carries Heaven only knows what in his knapsack, but he has a head full of plans for the betterment of China, and there are many Chinese who believe that the sugar-coating which he puts upon his homœopathic doses is sufficient, entirely to eliminate the nastiness of the drug till it vanishes in the system. *Experientia* sometimes *docet*, however, and they are now learning that the overstepping of that margin prescribed by the doctor is fraught with danger and may lead to nasty internal effects. And hereby hangs the tale of the flushed faces and the fluttering hearts of the advisory group who sit behind the "beware of the dog" sign in the Manager of Profitable Unemployment at Peking!

The woe turns on the fact that their paid-for advice is neither asked for nor taken, though it might be given, whilst the Chinese evince a disposition eagerly to accept and immediately act upon the counsel of Sir Francis Piggott, who was described the other day by the Government organ as not having a commission from the Government. They are determined somehow or other to stop that sort of proceeding, for if it continues without protest the natural thing for them to do will be to send to themselves the silk cord of the sack and forego, for face sake, the handsome remuneration which they now receive monthly from a depleted exchequer in return for nothing, and which should—since Sir Francis seems to be ready to do all that they now do—be lumped together and go to the Knight.

"GETTING BACK ON THE FOREIGNER." Sir Francis makes his doses palatable by, as hinted above, a sugar-coating peculiarly favoured by most officials in Peking, and that is the suggestion that by following his counsel China will be able to "get back" on the foreigner, if a colloquialism may be used.

It must be admitted that Sir Francis has a certain power of penetration. He has delved and dug in the musty by-ways of treaties with the pertinacity of a polar explorer and he has discovered things. But, like many a polar explorer, he sometimes loses himself in a snow-storm and may ultimately become hopelessly off his course, to the grave danger of himself and those whom he guides. The search for loopholes in treaties affords him ample scope for the employment of his acute legal powers, and the Chinese are getting the benefit of exhausted technicalities to their heart's delight, and herein lies the secret of the continued acceptance of his assistance, despite the efforts of the British Legation to discredit him, and the opposition of the fully appointed advisers who find no opening in which to do what may be good for China from their several points of view.

THE STAMP DUTIES SCHEME.

Sir Francis has raised the backs of the Legations on several occasions. Notably he propounded a scheme of stamp duties which was designed in a sense to mulct foreigners. The Government endeavoured to apply it in China among the Chinese, but unhappily this excellent source of prospective revenue could not be tapped for lack of power on the part of the Government to enforce the tax, and the dreams of avarice which were conjured up in the minds of an impetuous Government were rudely shattered.

Unable to inflict it upon their own people the Government dared not, therefore, try to enforce it on the foreign communities. What would have happened had the trial been made cannot be told, but I saw one diplomat shut his jaws with an ominous snap upon the grim expression "let 'em try." In fact, I believe that British Consuls have already been warned that no British subjects in China must pay this tax; a move which, no doubt,

has been communicated to the powers that be in the Presidential Palace.

CHINESE EXPELLED FROM THE LEGATION QUARTER.

On the advice of Sir Francis, too, a boomerang was thrown which has greatly astonished those whose pretence hands wielded the instrument. The Government submitted to the Legations a scheme for approval giving them the right to search foreign houses, etc., and at the same time requested that no Chinese be permitted to live in the Legation Quarter. The former was turned down with a significant and hasty thud, and the second was agreed to with a hearty precipitancy that amazed the Government. Only too glad were the members of the Diplomatic Corps to have a request from the Government to prevent Chinese living in the Quarter. Of course such a thing is provided for in the Protocol, but it had become almost a dead letter, and, like most other things which are allowed to die owing to failure to enforce the right, it would have been difficult to revive in the future had not this request come from the Government. In fact, Government officials have been bitter in their complaints in the recent past about the action of the Legations in demanding that Chinese should have a pass to come into the Quarter at certain times, and it looked as if this practice might be broken down. Sir Francis gave them advice to have the Quarter attended to, as it might be used by "rebel" parliamentarians as a safe retreat, and forgetting that it was used in a similar way by the officials themselves in the last revolution, and still further forgetful of the fact that they were cutting a stick with which to whip themselves, they thoughtlessly launched the request mentioned. Now, they realise what fools they have made of themselves, and the Minister and Vice-Minister of Communications, who have lived in the Quarter for some time, are indignant with those who made it possible for them to be interfered with. But they can say nothing against the Diplomats. The Government request that the Quarter shall be closed to Chinese as a place of residence! And, presto! the Diplomatic representatives find themselves only too anxious to oblige!

THE SEARCHING OF FOREIGN SHIPS.

Then, again, the Government has just received a very serious rebuff from the Diplomats upon presentation of certain representations regarding contraband which were submitted on the advice of Sir Francis. The Government claimed that they had the right to search ships, etc., as in a state of war. When the representations were handed in some of the Diplomats acted at once and protested vigorously. Then the Corps held a meeting and in a very gentle way suggested that if China wished to insist upon the movement she suggested there was nothing left but for the Diplomats to apprise their nations that the Chinese Government desired that the rebels should be treated as, and be accorded the rights of, belligerents! They intimated that they did not know that the Government considered a state of war to exist, and insinuated that the Government had consistently professed the "war" to have been but a mere rising of *taipei* which could be put down in very short time; an insignificant kitchen brawl, as it were, which would be settled by chastisement which would cost no effort to administer. And now the Government has its hands up in horror at the thought that the rebels might be regarded as belligerents, with specific rights and powers, and is scrambling over itself in its pitiful anxiety to get out of the dilemma in which it has been landed.

A BILL FOR EXPENSES.

It is these things which have now stirred the properly accredited advisers, on the one hand making them wrathful with jealousy, and, on the other, mad with rage that the Government should make such an ass of itself by following the advice of one whom they regard as a trespasser upon their preserves.

Sir Francis meantime goes on his way rejoicing, oblivious of the commotion he causes; proof against the criticism he evokes. He has certain Chinese friends who profess to be in close touch with the Government and they are pleased with what he tells them.

Popular opinion is that Sir Francis is animated by spite against the British Legation, and will, if he secures an opportunity, put the Chinese up to all the tricks which they can play to irritate the foreigners, who are, the Chinese are rapidly beginning to believe, merely waiting a chance to spread the net of dominance over the whole country.

Sir Francis has now lodged with the Government a heavy bill for the services he has rendered of late, which includes the cost of the trip he made to Shanghai, and it will be interesting to see if the Government will pay up or repudiate it. Certainly the Government would like, in these hard times, to do the latter.

THE CANTON GOVERNMENT.

IMPENDING CHANGES.

Some changes are impending in the Government at Canton. General Lung, we understand, will divest himself of the civil duties of the office of Tutuh, and confine his attentions to purely military affairs as head of the Army in Kwangtung. The Civil Administrator will be Chan Shiu Chung, who intended leaving Peking on the 5th inst. for Canton.

DIOCESAN GIRLS' SCHOOL AND ORPHANAGE.

OPENING OF NEW SCHOOL AT KOWLOON.

An interesting ceremony took place at King's Park, Kowloon, yesterday afternoon, when the new Diocesan Girls' School was opened by H.E. the Officer Administering the Government (Hon. Mr. Claud Severn), in the presence of a large attendance of ladies and gentlemen and girls of the school. Among others present were Captain Connolly, A.D.C. to His Excellency, the Rt. Rev. the Bishop of Victoria and Mrs. Lander, the Ven. Archdeacon and Mrs. Barnett, Colonel St. John, Hon. Mr. W. Chatham, C.M.G., Hon. Mr. E. Shellim, Mr. E. D. C. Wolfe, Mr. and Mrs. F. B. L. Bowley, Mrs. Montagu Harston, Mrs. Tisdall, Rev. A. D. Stewart, Mr. G. Piency, Mr. J. L. MacPherson, Rev. D. Reynolds, Rev. A. N. Pope, Dr. J. H. Sanders, Rev. Copley Moyle, Mr. A. E. Griffin, Rev. A. H. Hewitt, Pastor von Probst, Mr. E. F. Auecott and others.

The ceremony was begun by His Lordship the Bishop, who opened with the sentence, "Except the Lord build the house," to which the answer of those assembled was, "Their labour is but lost that build it."

After further statements, answers and a prayer, the key of the building was handed to H.E. the Officer Administering the Government by the architect, Mr. Griffin.

The Hon. Mr. SEVERN forthwith opened the chief door of the new school, and said:—"In the faith of Jesus Christ and for the Christian training and education of girls we open this building in the name of the Father and of the Son and of the Holy Ghost. Amen."

His Excellency, the Lord Bishop, the clergy, and many of those assembled then proceeded upstairs, the 67th Psalm being chanted as they proceeded on their way. In different rooms of the building prayers were offered or blessings asked, all finally assembling in the main room on the ground floor, where the concluding ceremony took place.

The Acting-Governor mounted a platform at the head of the room, or hall as it might be more appropriately called. On his right was the Ven. Archdeacon Barnett, and on his left the Bishop of Victoria, while behind him in a semi-circle were a number of local clergy.

His Excellency, who on rising was received with loud applause, addressing his Lordship the Bishop and the ladies and gentlemen assembled, said:—"Something attempted, something done." That is, I feel, what is in the minds of all of us who are privileged to be present here this afternoon at the opening and dedication of this new building for the Diocesan Girls' School. I must thank you, my Lord Bishop, and the members of the committee, very much indeed, for having presented me with this beautiful key with which I have been enabled to gain admission to this building and to open it, and I shall always keep it and treasure it during my life. It is a great undertaking, having come across from Victoria to Kowloon: it is always a somewhat risky proceeding to erect an educational establishment from the place where it has grown up and to transplant it elsewhere, but I think we may take courage in this case when we remember what success has attended the same act elsewhere; when we remember how those old foundations of the Charter House, and Christ's Hospital were removed from their surroundings in the City of London after hundreds of years and were erected again in the counties of Surrey and Sussex. That has been an immense success, and I don't see why the same measure of success should not attend the moving of the Diocesan Girls' School from their cramped surroundings in the City of Victoria to this splendid site in Kowloon. I have no doubt the committee, if they had been asked, would have preferred to remain where they were in Victoria, but we know that circumstances over which they had no control forced them to come to a decision as to where they were to go. They had to leave buildings where they had done splendid work for 13 or 14 years, and to go elsewhere, and I think they made a very wise choice in deciding to cross the water, and to establish themselves here in this growing suburb of Kowloon. I am very glad to find the Diocesan Girls' School an efficient school, and to know that again this year it has earned the maximum grant under the Code (Applause). I think it a great tribute to Miss Skipton and her excellent staff, and I am sure that the education which is imparted in this school, and the discipline that is maintained, is all that the friends of the school could possibly desire. It is impossible to-day, at any rate I have found it impossible as we went round the building during the dedication service, to make a thorough

examination of this building. But so far as I can see, the funds at the disposal of the committee have been expended with the best possible result. The rooms are the best that one could wish for, and I think the committee have been very wise, as I learn from the hon. treasurer that they have made provision for an extension of the buildings in case of need. I think that is most desirable, because they will probably find that increased accommodation for boarders will be required before very long, now that the school is in the centre of the population of the Colony. I wish, especially on an occasion such as this, to refer to the great services which have been put at the disposal of the committee in getting this site, and in erecting this building; to the wonderful way that those who had it in their power came forward to help. I would go back, first of all, to the late governor, Sir Frederick Lugard, whose great sympathy with education in the Colony is well known. He, as you know, referred the matter to the Secretary of State, and obtained the sanction of the Secretary of State to placing this site at the disposal of the school, and I think all can remember that fact with gratitude, apart from anything else Sir Frederick Lugard did for education in the Colony. Mr. Bryer designed this building, and he has designed a great many other excellent buildings in the Colony. Mr. Bryer had to go to England, and it was very fortunate that we had Mr. Griffin here to superintend the construction, as without him I am sure we would not be assembled here to-day (applause). I understand that great help has been given by the China Light and Power Co., who have installed the electric light and are providing power at greatly reduced charges (Applause). Messrs. Lane, Crawford & Co. furnished the building at a reduced price, and Messrs. C. E. Warren & Co. looked after the arrangements for providing water, also at reduced charges (applause). I also would like to refer to the ladies and gentlemen who have assisted this school throughout this somewhat critical period of its existence. I must mention first of all Mrs. Montagu Harston (applause). I have been absent from the Colony, but I understand the work done by her has been splendid, and I know that within the last week the entertainment which she organised has produced—I am not going to deal in actual figures to-day—a very large sum of money, which will go to the funds of the school (applause). Mr. Tisdall has also rendered great service, also Mr. Henry Humphreys, who, I am sorry is not here to-day. We all know how ill he has been, but I am glad to hear that he is now well enough to leave the Colony, and I hope he will be entirely restored to health in Japan. Last of all, but certainly not least, is the hon. treasurer, Mr. Bowley (applause). Whatever other work may fall to the lot of ladies and gentlemen to assist a school of this kind, the lot of the hon. treasurer is a very hard one. He has to possess certain qualifications, and Mr. Bowley possesses them in a marked degree. I may say he hung on to me like a leech directly I returned to the Colony (laughter). Mr. Bowley approaches his victims by three degrees. First of all he comes in the pleading degree, and I yield. Then came the reproachful stage, and of that I am afraid. We are now in, I believe, the final and menacing stage. When in England on leave I witnessed a small play entitled "A £12 look." Well, I should say Mr. Bowley was possessed of a \$100 look, which he turned on me full to come up to expectations. I think our most sincere thanks are due to him. He has had a very difficult task, because a very large sum still remains to be collected, and I hope all those who love church work in this diocese and who look forward to the education to be given in this school during the coming year, will renew or increase the subscriptions already given so that all liabilities will be cleared off before long. It has been a very great privilege to me to-day to open this school in the faith of Jesus Christ, and I am sure that we all hope that God's blessing will rest upon this house, on all who teach here and on all who learn. (Applause.)

His Lordship the Bishop said something would be wanting if they did not express a cordial vote of thanks to His Excellency for his kindness in attending. The Government of Hongkong had certainly been consistently friendly and sympathetic towards the school. Sir Henry May had also been very friendly towards it, and his Lordship supposed that it was largely his influence that had induced the Government to promise an amount of \$10,000 towards the building (applause). His Lordship dwelt on the excellent work done by the ladies on the committee and concluded by His Excellency's hearty vote of thanks to the motion, and Mr. BOWLEY seconded and all the visitors for their attendance, and they all went to send a much as they could towards paying off the debt still owing on the building.

The vote was carried by acclamation, and the Officer Administering the Government returned thanks for its being recorded.

SUPREME COURT.

Wednesday, September 10th.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. J. H. KEMP (PUISNE JUDGE).

CLAIMS FOR GOODS SOLD.

The Tsai Kwong Hon Restaurant, and Ho Yeuk Man, managing partner therein, were sued by the Ying Lang Cheung Koo and four other Chinese firms, who brought action to recover amounts of \$263.72, \$541.84, \$84.93, \$343.26 and \$690.54, due for goods sold and delivered.

Neither of the defendants appeared, and neither was represented.

Mr. C. A. Sutherland Russ (of Messrs. Goldring & Russ) represented the plaintiffs, all of whom proved their claims, and in each case judgment was entered for the plaintiff firm with costs.

THE SOTTO CASE.

Mr. T. Cary Welch, Assistant Executive Secretary in the Philippines, who was in Hongkong for nearly three months in connection with the proceedings for the extradition of Vicente Sotto, is reported to have made the following statement in discussing the case with Manila journalists:—

"The Court found in favour of the United States on the first three points of the defence, and in favour of the prisoner on the fourth point, although * was the opinion of the Crown Attorneys that the *Habeas Corpus* Act of Charles II. was inapplicable. The Attorneys for the United States are of the same opinion and, in fact, this question has already been decided by the Court of King's Bench in London. The matter is therefore now under consideration by the Colonial Government in Hongkong as to what further action shall be taken."

JAPAN'S GIFT TO THE HAGUE PEACE PALACE.

AN UNFORTUNATE INCIDENT.

We learn from our Vladivostok correspondent that an extraordinary theft is reported on the Siberian Railway, the victim being none other than the Japanese Government.

It will be remembered that early in July this year two packages of very valuable tapestry presented by the Japanese Government to the Palace of Peace at The Hague were forwarded by the Japanese Consul-General at Vladivostok by mail-train No. 3 addressed to Moscow. In view of the great value of this freight, in compliance with the request of the Japanese Consul, the Department of Ways of Communications issued telegraphic instructions all along the line to the station agents to ensure careful supervision over the safety of the goods, as also for the adoption of proper measures for the transference of the same at various points from one line to another.

It might be supposed that with all these precautions there could be no possibility of a mishap in the shape of the theft of the freight from its splendidly packed cases. The sequel, however, proved otherwise. Apparently railway thieves in that part of the world, like a famous General, refuse to recognise the word "impossible." When the freight arrived at the station of Chelabinsk, in one package was discovered a deficiency in weight amounting to 22 lbs. It is certain that the theft was committed on the Siberian line, since otherwise the shortage in weight would have been detected at the last transfer point—Innokentevskaya.

It would be interesting to know where and in what manner the theft was effected in the face of the adoption of the most stringent measures for the protection of the freight.—*Japan Chronicle*.

A FIND.

PETER THE GREAT'S LETTERS WRAP UP SAUSAGES.

The St. Petersburg correspondent of the *Reformer* *Tagblatt* describes how some autograph letters of the Czar Peter the Great were discovered there in a herring and sausage shop, where they were being used as wrappers. The story runs as follows:—

Peter the Great had a long correspondence with Count Tatishcheff, the president of the Government mines in the Ural mountains, over the question of the disposal of the riches contained in the mines. These letters of the Czar were bequeathed by the Count to the official museum of the mines in Ekaterinburg. The present management of the mines recently conceived the idea of selling all the old deeds, but they did not feel called upon to satisfy themselves as to the contents and purport of the literature unearthed. The deeds were all lumped together and three weeks ago were put up to auction. The whole of the supposed "waste paper," which was really worth scores of thousands of pounds, went for 2d.

The buyer was the proprietor of a large number of provision shops, including some sausage shops. One day a professor, who was an antiquarian, noticed that the girl behind the counter in one of these shops was wrapping up his sausage in a peculiar kind of paper with a crown on it. He looked at it more closely, and on saw that he held in his hands a most important autograph letter of the Czar, Peter. He went at once to the sausage dealer to find out how this extraordinary literature came into his hands and learnt the manner of it, as has been just related. Thereupon he offered to pay practically any sum the man liked to name for the rest of the letters, but the manager of the shop let him have it all for 2d., being only too glad to be rid of the arrangements for another auction and all the attendant difficulties and worries.

FIRES IN JAPAN.

PROVIDENCE AND INSURANCE COMPANIES.

It has been said by those who are competent to judge that, comparatively speaking, Japan enjoys cheaper fire insurance than any other country. Mr. E. F. Crowe, Commercial Attaché to the British Embassy at Tokio, in his annual report, points out that there is constant competition going on between the foreign and Japanese companies for the large industrial risks, with the result that rates have been quoted as low as 10 sen per 100 yen, or 2s. per £100, while 12½ sen net has been done for a sprinklered cotton mill.

In a country where the majority of the houses are built of wood and paper, where earthquakes often occur, where the water supply in the large towns and the fire-fighting appliances are singularly deficient, and where the premiums are particularly low, states Mr. Crowe, one would expect the profits of fire insurance companies to be low and far between. Yet a mercurial Providence seems to watch over the large factories in which the big amounts are written, because fortunately there has been no very serious fire since the one in Osaka of 1909, and even then the action where all the big mills were was not affected. Of small fires there are plenty, but in a large number of cases the houses are uninsured.

The new regulations also call for several changes in the conduct of fire insurance business. The language of the policy question has already been noted. The deposit for fire (as well as marine) insurance companies used to be 100,000 yen. Under the new regulations the minimum deposit remains the same, but if the premium income exceeds 200,000 yen half of the excess income has also to be deposited.

There are 18 Japanese fire insurance companies, who in 1911 received premiums amounting to £896,000, and paid claims totalling £289,000, their business expenses being £264,000. There are 23 foreign fire insurance companies doing business in Japan, most of which are British.

INTIMATIONS

FACE BLEMISHES SPREAD 'ROUND NECK

Arms and Chest. Pain at Times Unbearable. Ashamed to Be Seen. Cuticura Soap and Cuticura Ointment Left Skin Clear and Fresh.

St. Albert Road, Dalston, London, N. E. Eng.—For some years I suffered from

easy face blemishes which gradually spread round my neck, arms and chest. The pain at times was unbearable and they caused a continual itching and irritating feeling. At night I could get very little sleep and of a day time I felt ashamed to be seen.

"A friend who had noticed my condition sent me a little Cuticura Ointment. At first I hardly thought it worth a trial, as everything else had failed. One night the itching was very bad and I felt as if I could tear the skin from my face. I took the Cuticura Ointment and after washing my face and neck in warm water I rubbed it gently on the places inflamed and itching. Very quickly I found it gave relief and in my delight I purchased a box of Cuticura Ointment and some Cuticura Soap. By the time I had used a third box the blotches had quite disappeared, leaving my skin bare. It had never been so young, clear and fresh." (Signed) Arthur E. T. Robinson, July 1, 1912.

Cuticura Soap and Cuticura Ointment are sold throughout the world. A sample of each with 24-p. Skin Book free from nearest depot: F. Newbery & Sons, 27, Charterhouse Sq., London; Potter Drug & Chem. Corp., Boston, U. S. A.

24-Transfer from men should shave with Cuticura Soap Shaving Stick. Sample free.

[96-17]

MAPPIN & WEBB, LIMITED.

NEW CONSIGNMENTS

STERLING SILVER WARE.

PRINCE'S PLATE

(GUARANTEED FOR 30 YEARS).

CUTLERY.

From the

SOLE AGENTS:

CHS. J. GAUPP & CO.,

ALEXANDRA BUILDINGS.

CHATER ROAD.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed **DAILY PRESS** only, special business matter **THE MANAGER**.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of **DAILY PRESS** should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box, 38. Telephone No. 12.
Telegraphic Address: "PRESS."
Codes: A.B.O. 5th Ed., Lieber's.

NEW ADVERTISEMENTS

NOTICE.

THE GENERAL ELECTRIC CO. OF CHINA, LTD.

ELECTRICAL ENGINEERS AND MANUFACTURERS.

MR. A. B. RAWORTH has been Appointed MANAGER for Hongkong and South China from the 10th inst.

10, Des Voeux Road, Hongkong.
Head Office, Shanghai.
PERCIVAL H. NYE,
Managing Director.
Hongkong, 11th September, 1913. [1064]



KOWLOON BRITISH SCHOOL.

THE above SCHOOL for Children (all ages) of British and European Parents only RE-OPENS on MONDAY, 15th inst.
Hongkong, 11th September, 1913. [1065]

FROM EUROPE.

THE H.A.L. Steamship

"LIBERIA,"
Captain G. Schröder, having arrived, Consignees of Goods are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst. will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 16th inst., at 9.30 a.m.

No Fire Insurance will be effected by us in any case whatsoever.

This Steamer brings on Cargo:

Ex ss. "Norge" from Göteborg.
Ex ss. "Erebus" from Amoy.
Ex ss. "Jelo" from Dampier.
Ex ss. "Halmstad" from Halmstad.
Ex ss. "Norge" from Göteborg.
Ex ss. "Stahock" from Stahock.
Ex ss. "Germania" from Göteborg.
Ex ss. "Sehamburg" from Havre.
HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 10th September, 1913. [1066]



VICTORIA BRITISH SCHOOL.

THIS SCHOOL for Children (all ages) of British and European Parents only, RE-OPENS on MONDAY, 15th inst.
For particulars, apply—
H. A. COX, M.A.,
Headmaster.
Hongkong, 10th September, 1913. [1059]

NOTICE.

ESTATE of the late MAJOR C. M. FLEURY,
Royal Army Medical Corps.

ALL Persons having Claims against the above Estate are directed to submit them to the President, Committee of Adjustment, Military Hospital, Kowloon, not later than the 10th of October, 1913.

No Claims submitted after that date will be considered.

A. McMUNN, Major, R.A.M.C.,
President, Committee of Adjustment.
Hongkong, 10th September, 1913. [1058]

IN THE SUPREME COURT OF HONGKONG.

PROBATE JURISDICTION.

IN THE GOODS OF EDWARD HENDERSON, late of No. 49, Barkston Gardens, South Kensington in the County of Middlesex, England, deceased.

NOTICE IS HEREBY GIVEN that the Court has by virtue of Section 55 of the Probate Ordinance 1897 made an Order limiting the time for sending in their Claims against the above Estate to the 1st day of October, 1913.

All Creditors are accordingly hereby required to send their Claims to the Undersigned on or before that date.

JOHNSON, STOKES & MASTER,
Principals, Buildings, Two House Street, Victoria, Hongkong,
Solicitors for the Executors of the above-named deceased.
Hongkong, 4th September, 1913. [1034]

THE HONGKONG AND CHINA GAS CO., LTD.

NOTICE.

ON and from October 1st, 1913, the Price of GAS to the Public will be Reduced to \$2.50 per 1,000 Cubic Feet.

By Order of the Directors,
J. McCUBBIN,
Acting Local Secretary and Resident Engineer.
Hongkong, 9th August, 1913. [1055]

PUBLIC COMPANY

A. S. WATSON & CO., LIMITED.

NOTICE.

SHARE CERTIFICATE No. 6008 for TWENTY-FIVE (25) SHARES numbered 7727 to 7751 inclusive fully paid-up, standing in the name of JEROME PRAGER of Manila, having been LOST or DESTROYED, NOTICE IS HEREBY GIVEN that unless the said Certificate be produced at the Offices of the Company, Alexandra Buildings, Des Voeux Road Central, Hongkong, on or before the 23rd September, 1913, New Certificate for the said Shares will be issued and the Old Certificate will thereafter be held by the Company as Null and Void.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 23rd August, 1913. [1001]

INTIMATIONS

HONGKONG CLUB.

NOTICE.

THE TWENTY-FOURTH HALF-YEARLY DRAWING of 65 DEBENTURES (4500 each) of the HONGKONG CLUB, Payable on TUESDAY, the 30th September, 1913, will be held in the Club House at 11 o'clock a.m. on FRIDAY, the 19th September, 1913.

Bearers of Debentures are invited to attend the Drawing.

By Order,
JAMES CRAIK,
Secretary.
Hongkong, 9th September, 1913. [1060]

HONGKONG JOCKEY CLUB.

SUBSCRIPTION GRIFFINS FOR THE 1914 MEETING.

MEMBERS desirous of Subscribing are requested to send their Names to the Undersigned as soon as possible. Lists will be found at the HONGKONG CLUB, and at the JOCKEY CLUB'S OFFICE.

H. P. WHITE,
Acting Clerk of the Course.
Hongkong, 9th September, 1913. [1060]

NOTICE.

WE have much pleasure in announcing to our Numerous Patrons and Customers that we have opened a NEW SILK STORE in the most up-to-date Style and Fashion at the Large and Commodious Premises No. 38 and 40, QUEEN'S ROAD CENTRAL, lately occupied by Messrs. H. Raitonjee & Son, where we are displaying an entirely new—Handsome and Gorgeous Stock of SILK GOODS and JEWELLERY WARE of all Descriptions in a Variety of New, Elegant and Attractive Designs and Patterns.

The Stock includes a Choice Selection of Turkish, Persian and Indian SILK CARPETS and WOOLLEN RUGS in Chaste and Elegant Patterns.

Prices Specially Reduced for Summer. Cheapest Store in the Colony. An Early Visit Earnestly Solicited.

D. CHELLARAM,
Hongkong, 26th July, 1913. [907]

MESSAGE.

SKILFUL Safety in the General or Electric.

MISS MORITA,
Care of NORMAN HOTEL,
15, 16 and 17, Connaught Road,
Opposite Blake Pier.
Hongkong, 8th May, 1913. [552]

FOR SALE OR TO LET.

TWO LARGE HOUSES in GAGE STREET, FOUR STORIES, Eight Rooms and Servants' Quarters. For full particulars, apply—
F. M. E.,
Care of "Daily Press" Office.
Hongkong, 8th September, 1913. [1043]

FOR THE SUMMER MONTHS

SPECIALITIES
CORNEO OX TONGUES,
CORNEO BEEF,
CORNEO PORK.

PRESSED BEEF,
GERMAN SAUSAGES.

These are a few of the delicacies offered for sale by
THU,
DAIRY FARM CO., LTD.

GRACA & CO.

PEPPER ST. (Hongkong Hotel Building).
Dealers in
POSTAGE STAMPS, PICTORIAL
POST CARDS, CIGARS, BOOKS,
TOYS, &c.
Just Received

FRESH SUPPLY OF
VEGETABLE SEEDS.

NOTHING BETTER FOR THE
SEASON!

JUST RECEIVED.

STYLISH BATHING DRESSES and CAPS.
FINEST VOILES STRIPED, FLOWERS and FANCY.

FINEST MUSLINS, PLAIN and DOTTED, EMBROIDERED MATERIALS, &c., &c.
You will find Our Range Incomparable for Quality, Style and Prices.

HOOSAIN-ALI & Co.,
1c, D'AGUIAR STREET.
Hongkong, 26th June, 1913. [45]

INTIMATIONS

LANE, CRAWFORD & Co.

PIANO DEPARTMENT

SPECIAL OFFER FOR TWO WEEKS ONLY
OF THE WHOLE OF OUR STOCK OF
MAGNIFICENT NEW PIANOS
By BROADWOOD, DORNER, COLLARD, CHALLEN, ETC.

AT ENORMOUS REDUCTIONS FOR CASH ONLY.

MUSICAL INSTRUMENTS, VIOLINS, BANJOS, MANDOLINES
BRASS INSTRUMENTS AT
HALF-PRICE.

A few of the Bargains are mentioned below:—

PIANOS	USUAL PRICE	SALE PRICE
Ebonized Solid Mahogany by Challen & Son	575	475
Solid Mahogany Cottage by Collard & Collard	550	450
Ebonized Mahogany Cottage by Collard & Collard	600	500
Ebonized Mahogany Cottage by Broadwood	600	500
Ebonized Mahogany Cottage by Broadwood	700	600
Solid Oak with Folding Doors by Broadwood	750	600
Ebonized Baby Grand by Broadwood	1,300	1,000
Ebonized Upright Model by Dorner & Sohn	750	640
Ebonized Piccolo Grand by Dorner & Sohn	1,150	970

MUSIC.

VOCAL SCORES:—USUAL PRICE \$4.50, SALE PRICE \$1.00 EACH.

SHEET MUSIC:—SONGS, WALTZES, ETC., USUAL PRICE \$1,

SALE PRICE 50 CENTS EACH.

SOILED SHEET MUSIC 20 CENTS PER COPY, 6 FOR \$1.00.

The above Department will shortly be transferred to Mr. WM. ANDERSON, our Piano Manager, who will carry on the Business at New Premises.

LANE, CRAWFORD & CO.

YOST TYPEWRITER.

LATEST MODEL No. 20.

VISIBLE Writing. Standard Key Board, with Fractions, suitable for Merchants, Engineers, Bankers, Brokers, etc.

The same Model with French Key Board, also Brief Model for Lawyers and Accountants.

Special Monthly Terms if desired.

MACWEN, FRICKEL & Co.

SOLE AGENTS FOR HONGKONG AND SOUTH CHINA.
4, DES VOEUX ROAD, HONGKONG. SHAMSEEN, CANTON.
1st May, 1913. [392-1]

TO LET

TO LET.
(From 1st July, 1913.)
No. 2, MOUNTAIN VIEW, THE PEAK.
Apply—
LINSTEAD & DAVIS.
Hongkong, 10th June, 1913. [780]

TO LET.
No. 104A, THE PEAK, from 1st November, 1913, Partly Furnished.
Apply—
S. J. DAVID & Co.,
Princes' Buildings.
Hongkong, 9th September, 1913. [1051]

TO LET.
HOUSES in TORRES BUILDINGS,
KIMBERLEY ROAD, KOWLOON, from the 1st October.
Apply to—
SPANISH DOMINICAN
PROCURATION.
Hongkong, 27th August, 1913. [1012]

TO LET.
MODERN THREE-ROOMED FLATS
Buildings, Cornwall Avenue, Kowloon.
No. 2, MINDEN VILLAS, Mody Road,
Kowloon, Five Rooms, Tennis Court.
FOUR-ROOMED HOUSES in Cameron
Terrace, Granville Avenue and Salisbury
Avenue, Kowloon. Cheap rentals.
SHOP with GODOWN attached, Nathan
Road, Kowloon.
Apply to—
HUMPHREYS ESTATE & FINANCE
Co., Ltd.,
Alexandra Buildings.
Hongkong, 12th August, 1913. [964]

TO LET.
OFFICE in ALEXANDRA BUILDINGS.
Apply—
A. S. WATSON & Co., Ltd.
Hongkong, 22nd August, 1913. [955]

TO LET.
SHOP, No. 12, Queen's Road Central.
No. 3, MOUNTAIN VIEW, PEAK.
No. 5, STEWART TERRACE, PEAK.
Apply to—
M. J. D. STEPHENS.
Hongkong, 17th July, 1913. [722]

TO LET

TO LET.
A 5-Roomed House, "BASILIA," 3,
Lyttelton Road, Furnished or Unfurnished.
Apply to—
Captain KUMPEL,
at the same address or by Telephone No. 1299.
Hongkong, 5th September, 1913. [1040]

TO LET

TO LET.
No. 14, ARBUTHNOT ROAD, from 1st
October. 7 LARGE ROOMS; 5 minutes
from Town. Good View of Harbour.
Apply to—
E. A. CARVALHO and J. V. BRAGA,
14, Arbuthnot Road,
Hongkong, 4th September, 1913. [1036]

TO LET OR FOR SALE

GODOWNS at 98, 98A, 99 and 99A, Praya
East.
Apply to—
HONGKONG, CANTON & MACAO
STEAMBOAT CO., LTD.,
Hotel Mansions.
Hongkong, 4th September, 1913. [1035]

TO LET

"RANFURLY," No. 11, Conduit Road.
GODOWNS, 94, Wanchai Road, 102, Praya
East.
Apply—
THE HONGKONG LAND INVEST-
MENT AND AGENCY CO., LTD.
Hongkong, 1st September, 1913. [65]

TO LET

No. 116, PEAS, "LEWKNOR" Furnished
or Unfurnished, 5 ROOMS.
"ROGATE" Austin Road, Kowloon, from
1st October.
MERION, No. 10, PEAK, Furnished or
Unfurnished, 6 ROOMS Cheap rental.
For Sale or To Let. (From 1st November,
1913.) No. 1, GOUGH HILL, No. 103, PEAK.
BUNGALOW, containing Drawing, Dining
and Smoking Rooms and Five Bedrooms.
With Ground for Tennis Court.
To Let or For Sale. "OLENSHIELD" No.
124, Barker Road, Peak, 5 ROOMS.
For Sale. "LADROOKE" No. 9, Con-
duit Road. Fine View of Harbour, 8 Rooms,
3 Bathrooms, Garden and Tennis Court.
Accommodation for 30 Servants.
For Sale. "HARTING and ROGATE"
on part of Kowloon Island Lot No. 1154.
Apply to—
LINSTEAD & DAVIS,
3rd Floor, Alexandra Buildings.
Hongkong, 9th September, 1913. [94]

AUCTIONS

G. R.
PUBLIC AUCTION.

PARTICULARS and CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 15th day of September, 1913, at 3 p.m., at the Office of the PUBLIC WORKS DEPARTMENT, by Order of HIS EXCELLENCY THE OFFICER ADMINISTERING THE GOVERNMENT, of Two Lots of CROWN LAND at Wong Nei Chong Road and Tai Hang Village respectively in the Colony of Hongkong, for a term of 75 years, with the option of renewal at CROWN RENTS to be fixed by the Surveyor of His Majesty THE KING, for one further term of 75 years.

PARTICULARS OF THE LOTS.

No. of Lot	Boundary Measurements	Contents	Area	Upset Price
Lot 1	100 feet by 100 feet	24,000 sq. feet	24,000	12,119
Lot 2	100 feet by 100 feet	24,000 sq. feet	24,000	12,119

as per sale plan.

[1045]

ON SALE

AT THE
HONGKONG DAILY PRESS

OFFICE.

NEW AND UP-TO-DATE
PLANS OF THE SI-KIANG
OR
WEST RIVER.

PRICE ONE DOLLAR.

Giving all the Important Towns en route from CANTON to WUCHOW.
Hongkong, 5th April, 1913.

BANKS

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application. INTEREST on deposits is allowed on the Minimum Monthly Balances at 3 per cent per annum. Depositors may transfer at their option balances of \$100 or more to the Hongkong and Shanghai Bank to be placed on FIXED DEPOSIT at 4 per cent per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.
N. J. STABB,
Chief Manager.
Hongkong, 1st July, 1911. [19]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

PAID-UP CAPITAL £1,200,000
RESERVE FUND £1,700,000
RESERVE LIABILITY OF PROPRIETORS £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

A. S. HEWETT,
Acting Manager.
Hongkong, 14th April, 1913. [183]

NEDERLANDSCH-INDISCH
HANDELSBANK
(NETHERLANDS INDIA COMMERCIAL BANK.)

ESTABLISHED 1853.
Authorised Capital Fl. 30,000,000 (£22,500,000)
Paid-up Capital Fl. 17,407,000 (£12,550,000)
Reserve Fund Fl. 6,818,000 (£5,113,500)

HEAD OFFICE: AMSTERDAM.
HEAD AGENCY: BATAVIA.

LONDON BANKER:
THE WILLIAMS DEACONS BANK.
SWISS BANK CORP.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE BANK transacts every description of Banking and Exchange Business, receives money on Current Account at the rate of 2 per cent per annum on Daily Balances. Rates on Fixed Deposit can be ascertained on application.

G. VERMEY, Manager,
No. 8, Des Voeux Road Central.
Hongkong, 13th August, 1913. [21]

BANKS

THE MERCANTILE BANK OF INDIA, LIMITED.

Authorised Capital £1,500,000
Subscribed 1,125,000
Paid-up 562,500
Reserve Fund 415,000

BANKERS:
BANK OF ENGLAND,
and
LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at 2 per cent per annum on Daily Balances and on Fixed Deposits at rates which may be ascertained on application.
A. R. LINTON,
Manager.
Hongkong, 14th July, 1913. [378]

THE BANK OF TAIWAN, LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER.)

Capital Yen 10,000,000
Capital Subscribed (paid up) Yen 6,250,000
Reserve Fund Yen 2,820,000

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES AND AGENCIES:
Amoy, Canton, Foochow, Keelung, Shanghai, Yokohama, etc.

HONGKONG OFFICE,
8, DES VOEUX ROAD.

Interest allowed on Current Accounts Deposits received on terms which may be had on application.
K. TSUDZURABARA, Manager.
Hongkong, 1st May, 1913. [382]

INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE: 60, Wall Street, New York.
LONDON OFFICE: 26, Bishopsgate, E.C.

BRANCHES:
Bombay, Calcutta, Canton, Cebu, Colon, Hankow, Hongkong, Kobe, Manila, Mexico, Panama, Peking, San Francisco, Shanghai, Yokohama.

CAPITAL AND SURPLUS \$7,000,000
equal to £1,400,000
EVERY DESCRIPTION OF BANKING BUSINESS transacted.
CURRENT ACCOUNTS opened on the usual terms.
DEPOSITS RECEIVED, fixed for one year at 4 per cent per annum or for shorter periods, at rates which may be ascertained on application.

BILLS NEGOTIATED and COLLECTED. MAIL and TELEGRAPHIC REMITTANCES made.

LETTERS OF CREDIT and DRAFTS granted on all the principal cities in the World.

THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the World.

COMMERCIAL LETTERS OF CREDIT issued.

PURCHASE and SALE of Stocks and Shares effected.

TRAVELLERS' CHECKS sold and cashed.
GEORGE HOGG,
Manager.
9, Queen's Road,
Hongkong, 2nd November, 1912. [290]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000
RESERVE FUNDS:
STERLING \$1,500,000 at 2/- = \$15,000,000
SILVER \$17,450,000

RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS.
S. H. DOWELL, Esq., Chairman.
Hon. Mr. D. LAMARCA, Esq., Deputy Chairman.
G. F. FRIEDLAND, Esq., J. A. PLUMMER, Esq., C. S. GUBBAY, Esq., W. L. PATTERSON, Esq., P. H. HOLYOAK, Esq., H. A. SLOAN, Esq., G. R. LAURENCE, Esq., Hon. Mr. E. Shellim, F. Lieb, Esq.

CHIEF MANAGER:
Hongkong—N. J. STABB.
Shanghai—A. G. STEPHEN.

LONDON BANKERS:
LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of Two per cent per annum on the Daily Balance. On Fixed Deposits.

For 3 months, 2 1/2 per cent per annum
For 6 months, 3 1/2 per cent per annum
For 12 months, 4 per cent per annum
N. J. STABB,
Chief Manager.
Hongkong, 10th August, 1913. [16]

THE SPECIE BANK LIMITED.

AUTHORISED CAPITAL Yen 48,000,000
PAID-UP CAPITAL Yen 50,000,000
RESERVE FUND Yen 18,200,000

HEAD OFFICE—YOKOHAMA.
Branches and Agencies at:
Antung-Hsin, Liao-Yang, Hsuyun, Calcutta, London, San Francisco, Bombay, Los Angeles, Shanghai, Changchun, Lyons, Tientsin, Dairen (Daly), Nagasaki, Fengtien (Mukden), Newchwang, Hankow, Harbin, New York, Honolulu, Kobe.

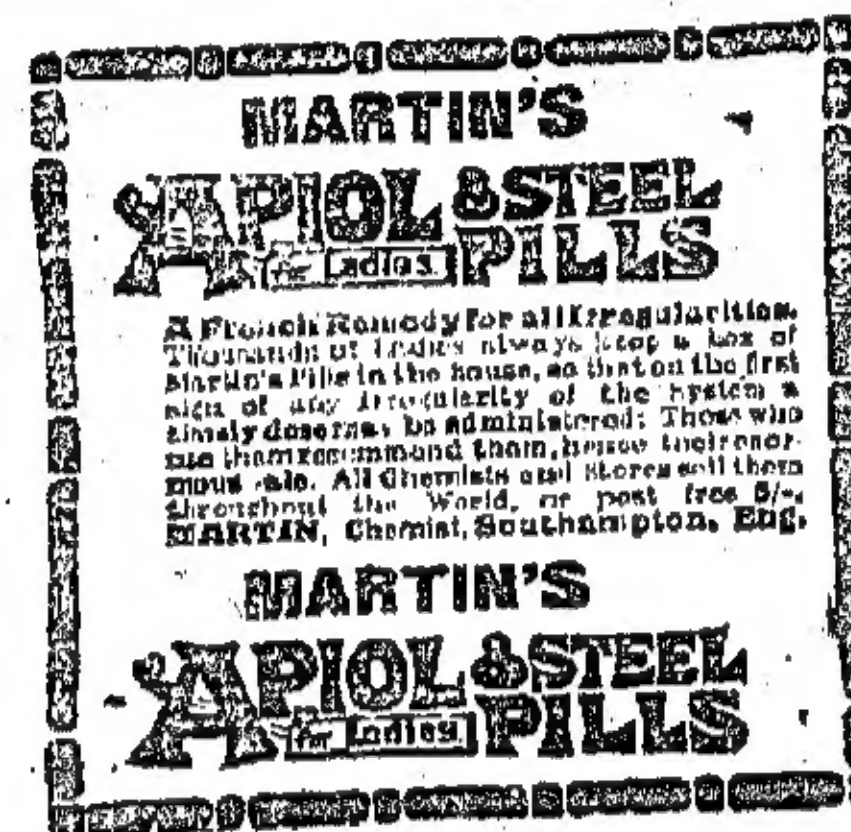
INTEREST ALLOWED ON CURRENT ACCOUNTS. Deposits received for fixed periods at rates to be obtained on application.

EISHI ONO,
Manager.
Gongkong, 31st March, 1913. [444]



NAPIER JOHNSTONE'S
"SQUARE BOTTLE"

WHISKY.
UNVARIED FOR OVER
150 YEARS.
THE SAME TO-DAY AS IN
1745.
BEWARE OF IMITATIONS.
SOLE AGENTS IN HONGKONG
LANE CRAWFORD & CO.,
and from ALL WINE MERCHANTS.



THE NEW FRENCH REMEDY. No. 102 N° 103
THERAPION
It increases vital energy and nerve force. Cures Neurasthenia, Dyspepsia, Insomnia, and nervous diseases in adults and children.
IN CAPSULES, IN WINE, AND IN SYRUP.

LATEST STEAMER MOVEMENTS.

The T.K.K. str. *Shingo Maru*, which left San Francisco on the 10th August, is expected to arrive at this port via Honolulu, Japan ports and Shanghai on the 12th September, between 10 and noon.
The C.P.R. str. *Empress of India* left Yokohama on the 10th September, at noon, and is due to arrive at Kobe on the 11th September, at noon.
The C.P.R. str. *Montague* left Kobe on the 9th September, at 1 p.m., and is due to arrive at Yokohama on the 9th September, at 4 p.m.
The H.A.L. str. *Ferd. Lucie* left Moji on the 10th September, a.m., and may be expected here on or about the 15th September, a.m.
The F.M. str. *Korea* left Manila on the 10th September, between 2 and 4 p.m., which will make her due to arrive here about the 12th September, at 8 a.m.
The N.Y.K. str. *Sado Maru* (American Line) left Shanghai for this port on the 9th September, and is expected here on the 12th September, a.m.
The N.Y.K. str. *Kawachi Maru* (Bom-bay Line) left Singapore for this port on the 9th September, and is expected here on the 15th September.
The N.Y.K. str. *Penang Maru* (Bom-bay Line) left Bombay for this port via ports on the 9th September, and is expected here on the 26th September.
The N.Y.K. str. *Kanagawa Maru* (Calcutta Line) left Calcutta for this port via ports on the 9th September, and is expected here on the 28th September.
The N.Y.K. str. *Tosa Maru* (Calcutta Line) left Singapore for this port on the 9th September, and is expected here on the 15th September.
The N.Y.K. str. *Iga Maru* (European Line) left Yokohama for this port via ports on the 10th September, and is expected here on the 22nd September.
The N.Y.K. str. *Aki Maru* (European Line) left Marseilles for this port via ports on the 6th September, and is expected here on the 8th October.
The N.Y.K. str. *Sanuki Maru* (American Line) left Seattle for this port via ports on the 9th September, and is expected here on the 12th October.

SEIZURE OF KWANGTUNG BANK NOTES.

INTERESTING PROCEEDINGS AT THE MAGISTRACY.

Before Mr. G. N. Orme, at the Magistrate's Court yesterday, three Chinese were charged with being in unlawful possession of Kwangtung bank notes, to the aggregate value of about \$67,000, at Yaumati on the 26th August. The first man, Wong Tso Sun, was charged with being in possession of \$4,500 worth, the second, Ma Yik Fai, \$40,000, and the third, Ma Kwan, \$22,500. The amounts were amended to the present figures on the application of Mr. F. B. L. Bowley, who presented.

Mr. G. K. Hall Brutton (of Messrs. Brutton & Hett) appeared for the defence.

Mr. Bowley said that the first prisoner was arrested in the middle of the day, or the early afternoon, at the back of a money-changer's shop in Shanghai Street, Yaumati. He was found carrying the small bag produced and was taken to the Yaumati Police Station. The bag was opened and it was found to contain \$3,282 in Hongkong notes. The police went to the money-changer's shop and found there \$4,500 in Kwangtung Republic notes. He would call the money-changer, who would say that the first prisoner had immediately before exchanged these Canton notes for the Hongkong notes. The first defendant said he received the Canton notes from a certain woman to change. On the same afternoon the second and third defendants were seen sitting on the Yaumati ferry launch, alongside the ferry wharf. One of them had the brown bag produced by his side, and the other had the other black bag produced in Court. They stated that a man named Pan Cheung Chan had given them these bags and had asked them to take them to an egg shop. One of the bags contained \$40,000, and the other \$22,500 in Kwangtung notes.

Chinese Detective 145, stationed at Yaumati, was first called. He stated that he arrested the first man at 2.30 at Yaumati, and the other two at 5.30 on the Yaumati ferry launch.

In answer to Mr. Brutton, he said that he arrested the second and third men whilst conveying the first man to the Central Police Station. There were no keys found on the men, and the bags were locked. The Sergeant at the station attempted to open the bags with his own keys. Witness did not charge the money, nor did he count the notes. The Sergeant did both. He heard the sergeant charge the defendants, but he could not remember the amounts of the notes he mentioned in the charges. The Sergeant would be able to say.

Mr. Brutton asserted that the witness must remember, and pressed him persistently for a definite answer.

His Worship said that the Sergeant would be called later, and he would be able to tell Mr. Brutton. This man could only give secondary evidence.

Mr. Brutton said he wanted an answer to his questions, and his Worship could not stop him asking questions. The constable might tell an entirely different story from that of the Sergeant, and then who was his Worship to believe?

His Worship said he should naturally believe the Sergeant in his evidence in regard to the amounts.

Mr. Brutton pointed out that the constable was present the whole time, and heard what passed. If the two policemen told different stories then the case for the prosecution broke down. This witness knew that the figures in the charge had been amended, and that was why he would not tell.

The question was again put to the witness, and he reiterated that he could not remember exactly. He recollected that in the case of the first man he was charged with being in possession of \$4,500. He also remembered that the figure "20" was mentioned in the charge against the second man, and the figure "20" also occurred in the charge against the third.

His Worship expressed the opinion that it would have been a rather extraordinary thing if he had remembered the whole figures. Mr. Brutton must remember that Chinese talked in tens of thousands.

Mr. Brutton—Your Worship, you are continually making excuses for this man; I really don't know why. These figures must have impressed themselves on this witness' mind.

His Worship—Have you got anything further to find out from this witness?

Mr. Brutton—Your Worship cannot stop me.

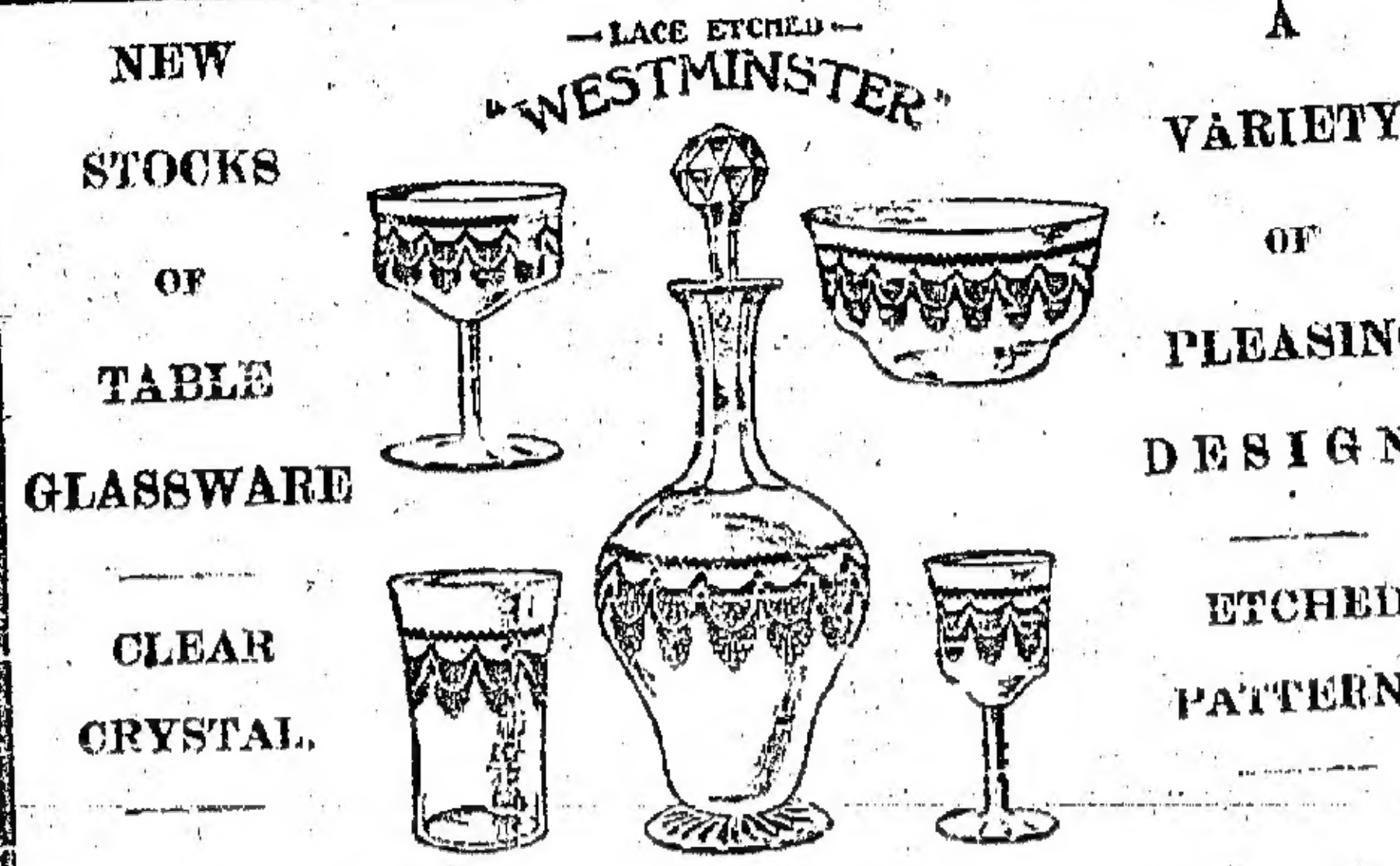
His Worship—If you ask him long enough he will very likely tell you something he does not know.

Mr. Brutton proceeded to ask the witness if he had ever obtained a conviction in Court before.

The witness requested Mr. Brutton to ask questions bearing on the present case, and also asked him not to bully the witness.

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Mr. Brutton—You don't know what my defence is. I decline to be browbeaten by the Bench.

His Worship—That is quite all right. Will you go on?

Mr. Brutton (to the witness)—Will you kindly tell me if people have been convicted on your evidence, and—

His Worship (to the interpreter)—Ask him if he has ever had a conviction before.

Witness replied in the affirmative.

His Worship—Yes, of course he has.

Mr. Brutton (to witness)—So you know that your evidence when given in the box has to be exact. Do you know that your evidence when given in the box has to be true? Yes, I know that.

And when a man is charged with stealing anything you have to specify the exact nature of the things he is charged with stealing, haven't you?

His Worship—That is irrelevant, Mr. Brutton. This charge was laid by Sergeant Brown.

Mr. Brutton—I do not care who has made the charge.

His Worship—Well, you ought to mind. His Worship pointed out again that this man's evidence in regard to the charge was quite secondary, and Sergeant Brown would be able to give all the information required. He would not allow any further questions unless they were relevant. If Mr. Brutton had no more questions the witness would stand down.

Mr. Brutton—By all means, your Worship. I can then apply for an acquittal at once. Will your Worship put down in writing on your notes that you decline to allow my questions? I want to have that down in writing. Your Worship declines to allow me to cross-examine?

His Worship—This is an extraordinary waste of time.

Mr. Brutton—I know, it is. It is your fault by your own conduct.

His Worship—Either sit down, or go out of the Court. I will not be spoken to like that.

Mr. Brutton—I take exception to your saying I am bullying the witness.

His Worship—Your manner to him gives the impression that you do frighten the witness.

Mr. Brutton—I am not trying to frighten the witness.

His Worship—I can see by his demeanour and conduct that he is excited and trembling as to what he should say.

Mr. Brutton—I know. That is the very point, and I am calling upon you to appreciate it.

Mr. Bowley—Perhaps if I may be allowed—

Mr. Brutton—Your Worship knows as well as I do that I got beaten over these things. We have been up here—I have not been personally, but representatives of my firm have attended—four times

now, and now for some extraordinary reason the charge has been amended to some sums we have never heard of before. I want to get some explanation.

Mr. Bowley—If my friend will allow me, I think I can show easily that it is not at all extraordinary. You will find that these notes are tied up in bundles. They had been counted in bundles before, and I had them re-estimated in my office yesterday or the day before, and in going through them one by one we found—

Mr. Brutton—If it is only an estimate I leave it.

Mr. Bowley—That is all.

Mr. Brutton—I apologise to your Worship. I do not want to carry it any further now that I have my friend's explanation. Your Worship must excuse me getting heated.

Further evidence was taken, and the case was remanded.

THE COASTING TRADE IN INDIA AND JAPAN.

QUESTION AGAIN BEFORE THE BRITISH PARLIAMENT.

In the course of the debate on the Indian Budget in the House of Commons on the 7th instant, Sir J. D. Rees, the Conservative member for Nottingham, "implored the India Office not to forget the strong feeling among the commercial circles of India with regard to the action of Japan, which, whilst engaging in the coasting trade of India and cutting into and killing our trade, would not allow British Indian ships and British vessels to take part in the coasting trade in Japan."

COBWEBS IN CHURCHES.

THE AWFUL DANGER OF FIGURATIVE LANGUAGE.

A well-known West-End clergyman is responsible for the following story, which he gives as an "awful example" of the dangers to which, over in these days of an educated democracy, a preacher is exposed who ventures to use figurative language in the pulpit.

The clergyman in question, when in the pulpit, made use of the following expression: "Natural science nowadays has become the handmaid of the Lord; but the revelation which comes to us from that domain is, as it were, from without, and may be likened unto a beam of sunlight darting through the windows of some ancient house of God; it does not reveal the presence of time's unnoticed cobwebs, which simply want brushing away."

As he was packing his robes in his bag before leaving the church, he noticed an elderly woman fidgeting about in the dim gloom at the back of the vestry.

"What can I do for you?" he asked at length, as she showed no signs of taking her departure.

Nervously she burst forth: "Oh, sir, it were cruel of you to talk about time's cobwebs from the pulpit. I do my best, but my mop's too short, and vear, he won't let me get to the old lady."

He did his best to console the old lady, assuring her that she had entirely misunderstood him, and she went away smiling, though he could see that she was not wholly convinced by his explanation.

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NOTICE TO CONSIGNEES

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CONSIGNEES OF Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of Holt's Wharf at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 2nd Oct., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th inst., at 11 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & Co. Ltd., Agents.

Hongkong, 4th September, 1913. [1039]

AMERICAN & ORIENTAL LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

The Steamship

"POLERIC"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Co., at Kowloon, whence delivery may be obtained.

Goods not cleared by the 11th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on THURSDAY, 11th inst., at 9.30 A.M.

All Claims must be presented within ten days of Steamer's arrival and no Claims will be admitted after the Goods have left the Godowns.

No Fire Insurance has been effected. Bills of Lading will be countersigned by THE BANK LINE, LTD., Agents.

Hongkong, 4th September, 1913. [1038]

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

S.S. "HONGKONG MARU"

FROM SAN FRANCISCO VIA HONOLULU, JAPAN PORTS AND SHANGHAI.

THE above-named Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and to take immediate delivery of Cargo from alongside.

Cargo remaining undelivered on THURSDAY, 11th inst., at Noon, will be landed at Consignees' risk and expense and delivery must then be taken from the Company's Godown.

No Fire Insurance whatever will be effected. No Claims will be recognised after the Goods have left the Steamer or Godown, and all Goods remaining undelivered on the 8th inst. will be subject to rent and loading charges.

All chafed and otherwise damaged Cargo to be left on board or Godown, and examination of same to be held on the 22nd inst.

All Claims must be filed on or before 25th inst., otherwise they will not be recognised.

S. MORIMOTO, Agent.

Hongkong, 9th September, 1913. [1055]

"SHIRE" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM EUROPE, COLOMBO AND STRAITS.

The Steamship

"PADNORSIRE"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained.

Goods not cleared by the 15th inst. at 6 P.M. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined on the 15th inst., at 9.30 A.M.

Claims against the Steamer must be presented within 10 days of arrival, otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., LTD., Agents.

Hongkong, 9th September, 1913. [49]

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES

THE P. & O. S. N. Co.'s Steamer

"NILE"

Arrived Hongkong on 4th September, 1913, FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared within 3 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 4th September, 1913. [1]

EAST ASIATIC COMPANY, LIMITED.

COPENHAGEN.

NOTICE TO CONSIGNEES.

The Steamship

"INDIEN"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 13th inst., at 9.30 A.M.

All Claims must reach us before the 20th inst., or they will not be recognised.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

MELCHERS & Co., Agents.

Hongkong, 6th Septemb 1913. [1046]

S.S. "PAUL LECAT."

COMPAGNIE DES MESSEGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex s.s. "Breton" and "Normand," from Havre ex s.s. "Normand" and from Bordeaux ex s.s. "Ville de Constantine" and "Ville de Cetta," in connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after 15th inst. at Noon will be subject to rent and landing charges.

All claims must be sent in to us on or before the 18th inst., or they will not be recognised.

All damaged packages will be examined on 15th inst., at 10 A.M.

No Fire Insurance has been effected.

S. C. de BUSSIERE, Acting Agent.

Hongkong, 8th September, 1913. [2]

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THE Steamship

"DEVANHA" Captain W. R. Hickey, carrying His Majesty's Mail, will be despatched from this port for BOMBAY, on SATURDAY, the 13th September, 1913, at Noon, taking Passengers and Cargo for the above Ports, in connection with the Co.'s s.s. "MALWA," from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

8th and Valuable and Tea and Cargo for France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London, where Cargo for London & Co. will be conveyed by Bombay in the s.s. "KORNA," due in London on the 25th October, 1913.

Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. A. HEWETT, Superintendent. Hongkong, 1st September, 1913.

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FOR BOSTON AND NEW YORK. S.S. "SATSUMA." On or about 13th Sept. For Freight and further information, apply to DODWELL & CO., LTD. Agents. Hongkong, 8th September, 1913. [1013]

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK VIA SUEZ CANAL. (With liberty to call at the Malabar Coast.)

THE Steamship

"ATFANG PRINCE" Captain Whalley, will be despatched as above on MONDAY, the 20th September. For Freight and passage, apply to ARNHOLD, KARBURG & Co., General Agents. Hongkong, 10th September, 1913. [1061]

GLEN LINE (MCGREGOR, GOW & CO.), LTD.

THE Steamship

"GLENLOGAN" (Capt. Jas. McGREGOR), For GLASGOW, LONDON AND ANTWERP.

The above Steamer will be despatched for the Ports named, on or about 7th October, 1913. The Vessel has excellent accommodation for 30 Saloon Passengers, all Cabins Ample, and is fitted with Electric Light and Fans in every cabin.

A duly qualified Stewardess and Doctor are carried. Attention is particularly directed to the Moderate Rates charged, viz.:

Saloon Passage, Hongkong to Glasgow, London, or Antwerp, £40.

For freight or passage, apply to SHEWAN, TOMES & Co., Agents. Hongkong, 4th September, 1913. [1037]

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DESTINATION.	VESSEL'S NAME.	FLAG & REG.	DEPT.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON, via usual ports of call.	DEVANHA	Brit. str.	—	W. R. Hickey	P. & O. S. N. Co.	On 13th inst., at Noon.
LONDON & ANTWERP via Singapore, &c.	YANZHA	Brit. str.	—	H. N. Rivers, R.N.S.	P. & O. S. N. Co.	On 13th inst.
LONDON & ANTWERP	YANZHA	Brit. str.	—	H. N. Rivers, R.N.S.	P. & O. S. N. Co.	On 13th inst.
HAYRE & HAMBURG, &c.	DELORAVIA	Ger. str.	k. w.	Glitsenbrun	JARDINE, MATHESON & Co., Ltd.	On 14th inst.
HAYRE, BREMEN & HAMBURG, &c.	SCANDIA	Ger. str.	k. w.	Jochims	HAMBURG-AMERICA LINE	On 14th inst.
HAYRE, ANTWERP & HAMBURG, &c.	GEORGIA	Ger. str.	k. w.	Hensen	HAMBURG-AMERICA LINE	On 14th inst.
HAYRE & HAMBURG, &c.	SENEGAMBIA	Ger. str.	k. w.	Heber	HAMBURG-AMERICA LINE	On 14th inst.
MARSHALLS, LONDON & ANTWERP via Singapore, &c.	KITANO MARU	Jap. str.	—	F. E. Cope	NIPPON YUSEN KAISHA	On 24th inst., at D'light.
VICTORIA, B.C. & TACOMA via Kailu, &c.	PANAMA MARU	Jap. str.	—	F. E. Cope	OSAKA SHOSHEN KAISHA	On 17th inst., at 1 P.M.
VICTORIA, B.C. & SEATTLE via Kailu, &c.	AWA MARU	Jap. str.	—	H. Shimizu	NIPPON YUSEN KAISHA	On 23rd inst., at 4 P.M.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & PLAND.	DEN OF GLAMIS	Brit. str.	—	T. Sato	JARDINE, MATHESON & Co., Ltd.	On 23rd inst.
VICTORIA, B.C. & TACOMA via Kailu, &c.	SEATTLE MARU	Jap. str.	—	H. Sato	OSAKA SHOSHEN KAISHA	On 2nd Oct., at 1 P.M.
NAPLES, GENOA, ALGERES, GIBRALTAR, SOUTHAMPTON.	LURIA	Aut. str.	—	H. Sator	MELCHERS & Co.	On 17th inst., at 10 A.M.
TRIESTE, via Singapore, PENANG, COLOMBO, &c.	AUSTRIA	Aut. str.	—	H. Sator	JANOWA, WILBER & Co.	On 15th inst., at 4 P.M.
TRIESTE, Fiume, Venice via Singapore, &c.	GIUSTO	Aut. str.	—	H. Sator	JANOWA, WILBER & Co.	On 15th inst.
GLASGOW, LONDON & ANTWERP.	SATSUMA	Brit. str.	—	J. McTear	SWAN, TOMES & Co.	About 1st Oct.
BOSTON & NEW YORK via Suez Canal.	AFRICA	Aut. str.	—	Whalley	DODWELL & Co., Ltd.	About 13th inst.
BOSTON & NEW YORK via Suez Canal.	AMERICA	Aut. str.	k. w.	Whalley	ARNHOLD, KARBURG & Co.	On 19th inst.
NEW YORK	EMPEROR OF INDIA	Brit. str.	k. w.	Knitschky	CANADIAN PACIFIC R.R. Co.	On 24th inst., at Noon.
VANCOUVER via SHANGHAI, JAPAN, &c.	PERIA	Aut. str.	—	Geissel	HAMBURG-AMERICA LINE	On 30th inst.
VANCOUVER, SEATTLE and/or TACOMA & PLAND. (Ox.)	HONGKONG MARU	Jap. str.	—	S. Togo	PACIFIC MAIL S.S. Co.	On 13th inst., at Noon.
SAN FRANCISCO via Manila & Japan, &c.	KORNA	Jap. str.	—	S. Togo	TOYO KAISEN KAISHA	On 19th inst., at Noon.
SAN FRANCISCO via Manila & Japan, &c.	ST. JAMES	Jap. str.	—	S. Togo	PACIFIC MAIL S.S. Co.	On 20th inst., at 1 P.M.
AUSTRALIAN PORTS via MANILA	KITANO MARU	Jap. str.	—	M. Winokier	GIBB, LIVINGSTON & Co.	On 19th inst., at 11 A.M.
AUSTRALIAN PORTS via MANILA	KORNIEN	Jap. str.	—	L. Klugkist	NIPPON YUSEN KAISHA	On 24th inst., at Noon.
MEXICAN, PERUVIAN & CHILE Ports via JAPAN	BUTO MARU	Jap. str.	—	L. Klugkist	MELCHERS & Co.	On 4th Oct., at 3 A.M.
JAPAN	YUTANOSUKE	Jap. str.	—	Chidley	TOYO KAISEN KAISHA	On 4th Oct., at Noon.
YOKOHAMA, KOBE & MOJI	FUTABA	Brit. str.	—	Chidley	JAVA-CHINA-JAPAN LINE	Quick despatch.
YOKOHAMA & KOBE via SHANGHAI	PRESEA	Aut. str.	—	Yoshikawa	JARDINE, MATHESON & Co., Ltd.	On 20th inst., at 4 P.M.
KOBE & YOKOHAMA	TANGO MARU	Jap. str.	—	Yoshikawa	SANDELL, WILBER & Co.	Today, at 11 A.M.
KOBE & YOKOHAMA	COBLENZ	Ger. str.	—	L. Klugkist	NIPPON YUSEN KAISHA	About 15th inst.
KOBE & MOJI	JELUNGA	Brit. str.	—	J. R. O. Sullivan	DAVID SASSON & Co., Ltd.	On 23rd inst.
NAGASAKI, KOBE & YOKOHAMA	INADA MARU	Jap. str.	—	S. Tominga	NIPPON YUSEN KAISHA	On 24th inst., 11 A.M.
MOJI, KOBE & YOKOHAMA	INDO MARU	Jap. str.	—	E. Komiy	OSAKA SHOSHEN KAISHA	On 20th inst., P.M.
WEIHAWEI, CHEFOO & TIENTSIN	KUICHOW	Brit. str.	—	F. Forsyth	BUTTERFIELD & SWIRE	On 14th inst., at D'light.
WEIHAWEI, CHEFOO & TIENTSIN	KEKONGHONG	Brit. str.	—	V. Liddell	JARDINE, MATHESON & Co., Ltd.	To-morrow, at Noon.
TIENTSIN via WEIHAWEI & CHEFOO	KUICHOW	Brit. str.	1 m.	F. Robertson	BUTTERFIELD & SWIRE	To-day, at 9 A.M.
KEKONGHONG	LIBERIA	Ger. str.	1 m.	J. Meathoral	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
SHANGHAI	LIBERIA	Ger. str.	k. w.	Schroder	HAMBURG-AMERICA LINE	Today.
SHANGHAI, KOBE & YOKOHAMA	ASSAYE	Brit. str.	—	G. J. Coldwell	P. & O. S. N. Co.	To-morrow, at Daylight.
SHANGHAI	HANGANG	Brit. str.	—	Speacer Wildo	JARDINE, MATHESON & Co., Ltd.	On 13th inst., at Noon.
SHANGHAI, via SWATOW	YINGCHOW	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 13th inst.
SHANGHAI	YEDDO	Swed. str.	—	—	NIPPON YUSEN KAISHA	On 15th inst.
SHANGHAI, YOKOHAMA, KOBE & MOJI	TOSA MARU	Jap. str.	—	T. Sato	JARDINE, MATHESON & Co., Ltd.	On 15th inst., at D'light.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	KWONGSANG	Brit. str.	—	W. F. Richard	MELCHERS & Co.	About 17th inst.
SHANGHAI	CHENSIN	Brit. str.	—	J. R. Harris	BUTTERFIELD & SWIRE	On 18th inst., at 4 P.M.
SHANGHAI	ANHUI	Brit. str.	1 m.	L. Jones	BUTTERFIELD & SWIRE	On 20th inst., at M'night.
SHANGHAI	CHESAN	Brit. str.	1 m.	C. R. Longden	P. & O. S. N. Co.	About 22nd inst.
SHANGHAI, MOJI, KOBE & YOKOHAMA	PERIA	Jap. str.	—	Noma	NIPPON YUSEN KAISHA	On 24th inst.
SHANGHAI, YOKOHAMA, KOBE & MOJI	PEKING	Swed. str.	—	—	ARTHUR NISSEN & Co.	On 25th inst.
SHANGHAI	KORNIEN	Aut. str.	—	—	SANDELL, WILBER & Co.	On 1st Oct., at 6 A.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	JAPAN	Swed. str.	—	—	ARTHUR NISSEN & Co.	About 2nd Oct.
SHANGHAI	TITODAS	Dut. str.	—	—	JAVA-CHINA-JAPAN LINE	Quick despatch.
ANPING & TAKAO via SWATOW & AMOY	SHOSHU MARU	Jap. str.	—	T. Fuchigami	OSAKA SHOSHEN KAISHA	On 17th inst., at 10 A.M.
FOOCHOW via SWATOW & AMOY	KAIJO MARU	Jap. str.	—	F. Yamamoto	OSAKA SHOSHEN KAISHA	On 15th inst., at 2 P.M.
TAMU via SWATOW & AMOY	DAIGI MARU	Jap. str.	—	S. Takahige	OSAKA SHOSHEN KAISHA	To-morrow, at Noon.
SWATOW, NINGPO & SHANGHAI	KUICHOW	Brit. str.	1 m.	G. Ewald	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
SWATOW	HAIYANG	Brit. str.	2 m.	J. W. Evans	DOUGLAS, LAPRAKE & Co.	To-morrow, at 2 P.M.
AMOI & FOOCHOW	HAIYANG	Brit. str.	2 m.	A. E. Hodgins	DOUGLAS, LAPRAKE & Co.	On 19th inst., at 11 A.M.
MANILA	HAIYANG	Brit. str.	—	J. S. Rosch	DOUGLAS, LAPRAKE & Co.	On 15th inst., at 3 P.M.
MANILA, MANGABIN, CEBU & ILOILO	ZAFIRO	Aut. str.	—	W. G. G. Leatt	JARDINE, MATHESON & Co., Ltd.	On 13th inst., at 2 P.M.
MANILA, CEBU & ILOILO	TEAN	Brit. str.	1 m.	P. S. McMurray	BUTTERFIELD & SWIRE	On 14th inst., at 4 P.M.
MANILA, MANGABIN, CEBU & ILOILO	YONGSANG	Brit. str.	—	E. Schenk	JARDINE, MATHESON & Co., Ltd.	On 20th inst., at 2 P.M.
BATAVIA, CHERIBON, SAMARANG, &c.	ROST	Aut. str.	—	J. Miller	SWAN, TOMES & Co.	On 24th inst., at 4 P.M.
BOMBAY via SINGAPORE & COLOMBO	TITODAS	Dut. str.	—	T. Horii	JAVA-CHINA-JAPAN LINE	Quick despatch.
BOMBAY via SINGAPORE, PENANG & COLOMBO	KAMAKURA MARU	Jap. str.	—	T. Yamaguchi	NIPPON YUSEN KAISHA	On 22nd inst., at 4 P.M.
SINGAPORE & SAMARANG	SAIGON MARU	Jap. str.	—	C. J. Motcock	OSAKA SHOSHEN KAISHA	To-morrow, at 2 P.M.
SINGAPORE, PENANG, RANGOON & CALCUTTA	CHONGSANG	Brit. str.	—	J. E. Drake	DAVID SASSON & Co., Ltd.	On 15th inst., at 3 P.M.
SINGAPORE, PENANG, RANGOON & CALCUTTA	GEORGEY APOE	Brit. str.	—	Noguchi	NIPPON YUSEN KAISHA	On 20th inst.
SANDAKAN	CEYLAN MARU	Jap. str.	—	Cornes	JARDINE, MATHESON & Co., Ltd.	On 15th inst., at Noon.
JESSELTON, KUDAT & SANDAKAN	MATANG	Ger. str.	—	J. Kohler	MELCHERS & Co.	End of Sept.
ROMANG, PAKHOI & HAIPHONG	KATONG	Brit. str.	1 m.	Stifford	BUTTERFIELD & SWIRE	On 15th inst., at 9 A.M.

CANADIAN PACIFIC ROYAL MAIL STEAMSHIP LINE

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.

INTENDED SAILINGS FOR 1913.—SUBJECT TO CHANGE WITHOUT NOTICE.

NOTE.—The only fixed dates are departures from LIVERPOOL and HONGKONG. All other dates are approximate only.

TO VANCOUVER				TO L'POOL				FROM L'POOL				FROM VANCOUVER			
Steamers	Hong-kong	Shanghai	Nagasaki	Kobe	Yokohama	Vancouver	Quebec	Liverpool	Quebec	Steamers	Vancouver	Yokohama	Kobe	Nagasaki	Hong-kong
EMPEROR OF INDIA	Leave 24 Sept.	Leave 27 Sept.	Leave 29 Sept.	Leave 1 Oct.	Leave 3 Oct.	Leave 15 Oct.	Leave 23 Oct.	Leave 15 Aug.	Leave 22 Aug.	EMPEROR OF INDIA	Leave 27 Aug.	Leave 10 Sept.	Leave 11 Sept.	Leave 13 Sept.	Leave 18 Sept.
EMPEROR OF ASIA	Leave 8 Oct.	Leave 10 Oct.	Leave 12 Oct.	Leave 14 Oct.	Leave 15 Oct.	Leave 25 Oct.	Leave 30 Oct.	Leave 23 Aug.	Leave 5 Sept.	EMPEROR OF ASIA	Leave 13 Sept.	Leave 21 Sept.	Leave 22 Sept.	Leave 24 Sept.	Leave 29 Sept.
EMPEROR OF JAPAN	Leave 22 Oct.	Leave 25 Oct.	Leave 27 Oct.	Leave 29 Oct.	Leave 31 Oct.	Leave 12 Nov.	Leave 20 Nov.	Leave 12 Sept.	Leave 19 Sept.	EMPEROR OF JAPAN	Leave 24 Sept.	Leave 8 Oct.	Leave 9 Oct.	Leave 11 Oct.	Leave 16 Oct.
EMPEROR OF RUSSIA	Leave 5 Nov.	Leave 7 Nov.	Leave 9 Nov.	Leave 11 Nov.	Leave 13 Nov.	Leave 23 Nov.	Leave 27 Nov.	Leave 26 Sept.	Leave 3 Oct.	EMPEROR OF RUSSIA	Leave 8 Oct.	Leave 19 Oct.	Leave 20 Oct.	Leave 22 Oct.	Leave 27 Oct.
EMPEROR OF INDIA	Leave 19 Nov.	Leave 22 Nov.	Leave 24 Nov.	Leave 26 Nov.	Leave 28 Nov.	Leave 10 Dec.	Leave 13 Dec.	Leave 10 Oct.	Leave 17 Oct.	EMPEROR OF INDIA	Leave 22 Oct.	Leave 5 Nov.	Leave 6 Nov.	Leave 8 Nov.	Leave 13 Nov.
EMPEROR OF ASIA	Leave 3 Dec.	Leave 5 Dec.	Leave 7 Dec.	Leave 9 Dec.	Leave 11 Dec.	Leave 20 Dec.	Leave 25 Dec.	Leave 10 Oct.	Leave 17 Oct.	EMPEROR OF ASIA	Leave 22 Oct.	Leave 5 Nov.	Leave 6 Nov.	Leave 8 Nov.	Leave 13 Nov.

PASSAGE RATES—HONGKONG TO LONDON.

	VIA QUEBEC.	VIA NEW YORK.
EMPEROR OF RUSSIA	Meals and Sleeping £71.10	£71.10
EMPEROR OF ASIA	Car Berth across £65	£65
EMPEROR OF INDIA	Canada 2s additional.	£43
EMPEROR OF JAPAN		£45
MONTEAGLE		

SPECIAL FIRST CLASS RATES granted to Naval and Military Officers, Civil Servants, Missionaries, etc. Particulars will be furnished on application.

AROUND THE WORLD RATES in connection with SORE MAIL LINES or TRANS-SIBERIAN ROUTE.

Passengers may proceed by Rail between Ports of Call in Japan if so desired.

THE "EMPEROR OF RUSSIA" AND "EMPEROR OF ASIA"

registered tonnage 16,850, displacement 34,030 tons, are new gas-turbine steamers, the fastest and most luxurious on the Pacific.

SPLendid OVERLAND TRAIN SERVICE, connecting with the Company's Atlantic Steamers, "EMPEROR OF BRITAIN" and "EMPEROR OF IRELAND."

THE COMPANY'S STEAMERS are fitted with powerful Marconi Wireless Installation.

Route from HONGKONG via SHANGHAI, NAGASAKI (through INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C.

For full particulars of Passage and Freight Rates, Pamphlets, etc., please Apply to—

D. W. CRADDOCK,

GENERAL TRAFFIC AGENT, Corner Pedlar Street and Praya.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI via SWATOW	"HANGSANG"	Friday, 12th Sept., Noon.
TIENTSIN via WEIHAWEI & CHEFOO	"CHONGSHING"	Friday, 12th Sept., Noon.
SINGAPORE & SOURABAYA	"CHUNSHANG"	Friday, 12th Sept., 2 P.M.
MANILA	"LOONGSANG"	Saturday, 13th Sept., 2 P.M.
SANDAKAN	"MAUSANG"	Monday, 15th Sept., Noon.
SHANGHAI	"KWONGSANG"	Tuesday, 16th Sept., D'light.
MANILA	"YUENSAN"	Saturday, 20th Sept., 2 P.M.

RETURN TOURS TO JAPAN.

The Steamers "KUSAN," "NAMSANG," and "FOOSANG" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "LAISANG," "KORASANG," "YOKOHAMA," "Kobe and Moji returning via Suisan," leaving Hongkong at regular intervals of 10 days. These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Y'ate, Cheloo, T'ian, D'ny, W'wei, T'ian & N'chwang.

Taking Cargo on Through Bills of Lading to Kudat, Lahad, Datu, Singapore, Tawau, Uluken, Jesselton and Labuan.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., GENERAL MANAGERS. Hongkong, 10th September, 1913.

BRITISH INDIA S. N. CO., LD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG AND RANGOON.

EASTWARD.

The S.S. "FULTALA" 4154 tons gross, Captain Chidley, will be despatched for YOKOHAMA, KOBE and MOJI on the 20th September, at 4 P.M., taking Cargo and Passengers at Current Rates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.,

AGENTS. Telephone No. 215. Hongkong, 6th September, 1913.

THE ROYAL MAIL STEAM PACKET COMPANY.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE.

"SHIRE" LINE SERVICE—HOMEWARDS.

FOR

STEAMERS

DATE OF DEPARTURE

LONDON & ANTWERP "RADNORSHIRE"

BRITISH INDIA S. N. CO., LTD. APCAR LINE.

REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS

EASTWARD.

S.S. "JEDUNGA," 5,205 tons, Captain J. R. O. Sullivan, will be despatched for SINGAPORE, PENANG and CALCUTTA on 23rd September.
S.S. "ARHATON APCAR," 4,500 tons, Captain W. Walker, will be despatched to SHANGHAI, KOBE and MOJI on 27th September.

WESTWARD.

S.S. "GREGORY APCAR," 4,600 tons, Captain J. E. Drake, will be despatched for SINGAPORE, PENANG and CALCUTTA on 15th September, at 3 p.m.
S.S. "DILWARA," 5,328 tons, Captain G. N. Ramage, R.N.R., will be despatched on 22nd September.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.
For Freight or passage, apply to

DAVID SASSOON & CO., LTD.

Hongkong, 9th September, 1913. AGENTS.

PACIFIC MAILS S.S. CO.

THE AMERICAN LINE TO SAN FRANCISCO.

STEAMERS	Tons	SALES	From HONGKONG calling at
MONGOLIA	27,000 tons, twin screws.	COMFORT.	SHANGHAI, NAGASAKI,
MANCHURIA	27,000 tons, twin screws.		KOBE (via Inland Sea),
KOREA	18,000 tons, twin screws.	SAFETY.	YOKOHAMA and HONO-
SIBERIA	18,000 tons, twin screws.		LULU (the Paradise of the
NILE	11,000 tons.		Pacific) through Service via
CHINA	10,200 tons.	SPEED.	NEW YORK to Europe.
PERIA	9,000 tons.		

SOME FEATURES OF SERVICE.

ELECTRIC FANS, SWIMMING TANK, ORCHESTRA, AMUSEMENTS, WIRELESS TELEGRAPHY, SUBMARINE SIGNAL SERVICE, AND BILGE KEELS. COUSINE UNDER PERSONAL SUPERVISION OF MR. V. MORONI, ONE OF THE WORLD'S MOST FAMOUS CATERERS.

THE COST.—By this route to London with its unrivalled opportunities is £71-10-0, for a return ticket £120. To San Francisco via Japan and Honolulu the cost is £45. By the INTERMEDIATE SERVICE First Class accommodations are provided for £65 to London (return ticket £109) and to San Francisco £36. SPECIAL RATES to Army and Navy Officers, Diplomatic, Consular and Civil Service, on application.

STEAMERS	Tons	SALES	From HONGKONG calling at
PERIA	9,000	SATURDAY, 13th Sept., at Noon	
KOREA	18,000	SATURDAY, 20th Sept., at 1 p.m.	
SIBERIA	18,000	SATURDAY, 4th Oct., at 1 p.m.	
CHINA	10,200	TUESDAY, 14th Oct., at Noon	
MANCHURIA	27,000	TUESDAY, 21st Oct., at 1 p.m.	
NILE	11,000	TUESDAY, 28th Oct., at 9.45 a.m.	
MONGOLIA	27,000	SATURDAY, 8th Nov., at 1 p.m.	
PERIA	9,000	TUESDAY, 25th Nov., at Noon	

INTERMEDIATE STEAMERS.

Passengers holding through Tickets have the privilege of travelling by Train between Kobe and Yokohama Free of Charge.

HONGKONG-MANILA SERVICE.

From HONGKONG.	Arrive Manila.	Leave Manila.	From MANILA.	Due Hongkong.
13th Sept. ... PERIA	15th Sept.	19th Sept.	KOREA	12th Sept.
14th Oct. ... CHINA	16th Oct.	24th Sept.	SIBERIA	26th Sept.
28th Oct. ... NILE	30th Oct.	2nd Oct.	CHINA	4th Oct.
25th Nov. ... PERIA	27th Nov.	9th Oct.	MANCHURIA	13th Oct.
30th Dec. ... CHINA	1st Jan.	18th Oct.	NILE	20th Oct.

LET US PLAN AN ITINERARY FOR YOU.

KING'S BUILDING (opposite Blake Pier). R. C. MORTON, AGENT.
Panama-Pacific International Exposition—San Francisco—1915.

MESSAGERIES MARITIMES. FRENCH MAIL LINES

FORTNIGHTLY SERVICE TO AND FROM EUROPE,
VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN,
VIA SHANGHAI.

For STEAMER To SAIL.

TRANSIPPING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to LONDON via PARIS, from £27.10 up to £71.10. 20 hours Railway from MARSEILLES to LONDON. Interpreters meet passengers on their arrival in Marseilles.

For further particulars apply to

C. O. DE BUSSETIERRE, ACTING AGENT,
QUEEN'S BUILDING.

SWEDISH EAST ASIATIC CO., LTD. GOTHENBURG.

DESTINATION	STEAMERS	TONS	DATE OF SAILING.
SHANGHAI, YOKOHAMA, KOBE and MOJI	"YEDDO"	7,200	On 13th Sept.
	"PEKING"	6,500	On 23rd Sept.
	"JAPAN"	9,000	About 2nd Oct.

For Freight and Further Particulars, apply to
ARTHUR NILSSON & Co.,
YORK BUILDINGS, 7th Floor.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS.

FROM HONGKONG: 27th Sept. Connecting with "KATANGA" 13th Oct.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.

For Rates and Further Information, apply to
THE BANK LINE, LIMITED,
MANAGING AGENTS.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD. AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

THURSDAY, 11 SEPT., 1913.

8 a.m. HEUNGSHAN. 10 p.m. FATSHAN.
8 a.m. HONAM. 5 p.m. KINSHAN.

FRIDAY, 12 SEPT., 1913.

8 a.m. HONAM. 10 p.m. KINSHAN.
8 a.m. HEUNGSHAN. 5 p.m. FATSHAN.

A Telephone Service has been recently installed on the Canton Company's Steamers.
Day Steamers Call No. 776, Night Steamers Call No. 775.

HONGKONG-MACAO LINE.

S.S. SUI TAI, Tons 1,651. S.S. SUI AN, Tons 1,651.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.
Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 2 p.m.

EXCURSION TO MACAO.

SUNDAY, 14 SEPTEMBER, 1913.

The Company's Steamship

"SUI AN"

Will depart from the Wing Lok Street Wharf at 9 a.m. and return from Macao at 5 p.m.
N.B.—The Company will also run a Steamer from Macao on Sunday morning at 7.30 a.m., and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.
This Steamer connects with the Excursion Steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. HOI-SANG, 457 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD.,
AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. SAU-AM, 588 tons, and S.S. MANNING, 569 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m.
Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers LINTAN and SANLI. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.
Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.
Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
Hotel Mansions (First Floor), opposite the Blake Pier.

SAN FRANCISCO SCENIC ROUTE

TRANS-PACIFIC
TOYO KISEN KAISHA

TRANS-CONTINENTAL

WESTERN PACIFIC
DENVER AND RIO GRANDE.

New Triple Screw Turbine Flyers—21 Knots Speed.

S.S. TENYO MARU ... 22,000 tons.
S.S. CHIYO MARU ... 22,000 tons.
S.S. SHINYO MARU ... 22,000 tons.

S.S. NIPPON MARU ... 11,000 tons. (Intermediate.)
S.S. HONGKONG MARU ... 11,000 tons. (Intermediate.)
THE QUICK AND COMFORTABLE WAY OF TRAVEL FROM JAPAN, CHINA, PHILIPPINES AND THE FAR EAST, VIA HONOLULU.

These Vessels present the Farthest Advances in the Science of Shipbuilding, being Equipped with every Modern Device for the Safety, Convenience, Comfort and Entertainment of Passengers, including Wireless Telegraphy, Automatic Safety Devices, Electric Lights in every Borth, Electric Fans in every Stateroom. Brass Beds, Porcelain Bathrooms, Steam Laundry, Nursery and Playground for Children. Open Air Gymnasium, Moving Picture Shows, Swimming Tanks, Orchestral Concerts. Perfect Service—Unequaled Cuisine.

WESTERN PACIFIC-DENVER AND RIO GRANDE.

The T.K.K. Lines connect at San Francisco with the Palatial Trains of the Western-Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE. Through Standard Sleepers. Through Tourists' Sleepers. Dining Cars—Observation Cars. Electric Lights—Electric Fans. Union Depots. New Lands. Cities and Scenes—Hundreds of Miles through the Gorgeous Scenery of the Sierras—Feather River Canon and the Royal Gorge of Colorado. Convenient connections at Chicago with Trains for New York (Transatlantic Steamers) and other Eastern points.
When taking out Passage over the SAN FRANCISCO SCENIC ROUTE ask for Ticket form No. 626.

C. LACY GOODRICH,

GENERAL ORIENTAL AGENT,
75, MAIN STREET, YOKOHAMA, and KING'S BUILDING, HONGKONG

AUSTRIAN LLOYD.

Under Mail Contract with the Austrian Government,
MONTHLY FAST SERVICE TO TRIESTE (VENICE),
VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ AND PORT SAID.
S.S. "AFRICA," 8,840 tons, will leave as above on 15th Sept., at 4 p.m.
Superior accommodation for 1st and 2nd Class passengers, no surtax, no tips, no inside Cabins. Doctor Stewardess, Laundry, Wireless Telegraphy.

FARES: Hongkong-Trieste (Venice), 250 1st, 436 2nd, 419 3rd Class.

MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE) VIA
SUEZ (CALCUTTA), COLOMBO, ADEN, SUEZ AND PORT SAID.

S.S. "AUSTRIA," 14,000 tons, will leave as above about 1st October.

These Steamers of large tonnage are fitted with comfortable one class accommodation for Saloon Passengers. No Surtax. Doctor, Stewardess, Wireless Telegraphy.

RAILWAY FARES: Trieste-London.
BY SIMPLON EXPRESS:
Via Venice, Milan, Simplon, Lucerne, Paris, Calais or Boulogne, Class I £8.15, II £6.15.

BY ST. GOTTHARD EXPRESS:
Via Venice, Milan, St. Gotthard, Lucerne, Bern, Lausanne, Calais or Boulogne, Class I £8.15, II £6.15.

BY SEIMER EXPRESS:
Via Vienna, Cologne, Brussels, Ostend, Dover, Class I £9.15, II £7.15.

BY LARSEN EXPRESS:
Via Munich, Cologne, Hook or Flushing, Class I £7.08, II £5.16.

TO SHANGHAI
S.S. "KOERBER," 9,900 tons, will leave as above on 1st October, at 5 a.m.

FARES: Hongkong-Shanghai, 26 1st, 44 2nd, 22 3rd Class.

TO KOBE VIA SHANGHAI, YOKOHAMA.
S.S. "PERIA," 12,500 tons, will leave as above about 27th September.

Cargo taken at through rates to all ports in Adriatic, Levant, Black Sea & Danube, also North & South America.

FANDER, WIELER & Co., Agents.

Hongkong, 9th September, 1913.

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON, 1914.

PROPOSED SAILINGS OF MAIL-STEAMERS

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer	to	Leave	Leave	Connecting Steamer	Due at	Due at
"ORIENTAL" leaves	YOKOHAMA	COLOMBO.	HAI KONG.	from COLOMBO to MARSEILLES and LONDON	MARSEILLES	PLYMOUTH (1 day later)
10 p.m. Thurs.		10 p.m. Tues.	1 p.m. Satur.		Saturday	Friday
Jan. 8	EGYPT	Jan. 13	Jan. 17	MOOLTAN	Feb. 14	Feb. 20
Jan. 22	DEVANHA	Jan. 27	Jan. 31	MOREA	Feb. 28	Mar. 6
Feb. 5	CHINA	Feb. 10	Feb. 14	MALJOA	Mar. 14	Mar. 20
Feb. 19	ASSAYE	Feb. 24	Feb. 28	MARMOIRA	Mar. 28	Apr. 3
Mar. 5	INDIA	Mar. 10	Mar. 14	MOLDAVIA	Apr. 11	Apr. 17
Mar. 19	DEVANHA	Mar. 24	Mar. 28	MEDINA	Apr. 25	May 1
Apr. 2	ARCADIA	Apr. 7	Apr. 11	MONGOLIA	May 9	May 15
Apr. 16	DELTA	Apr. 21	Apr. 25	MALWA	May 23	May 29
Apr. 30	ASSAYE	May 5	May 9	MOOLTAN	June 6	June 12

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

The Fares to London and Marseilles are as follows:—

					LONDON	
1st Saloon	"A"	Accommodation	Single	\$65.	Return	\$97.
	"B"	"	"	\$59.	"	\$89.
2nd Saloon	"A"	"	"	\$44.	"	\$66.
	"B"	"	"	\$40.	"	\$60.

MARSEILLES					
1st Saloon	"A"	Accommodation	Single	£61.	Return £91.
	"B"	"	"	£55.	" £83.
2nd Saloon	"A"	"	"	£42.	" £63.
	"B"	"	"	£38.	" £57.

IN ADDITION TO THE ABOVE MAIL STEAMERS
INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR
LONDON
CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.

STEAMERS.	Leave	Leave	Leave	Leave	Due at	Due at
	Y'HAMA	SHANGHAI	H'KONG	S'FORE	M'HEILLES	LONDON
BORNEO	about	about	about	about	about	about
NANKIN	Jan. 6	Jan. 17	Jan. 21	Jan. 27	Feb. 23	Mar. 4
NYANZA	Jan. 20	Jan. 31	Feb. 4	Feb. 10	Mar. 9	Mar. 18
NORE	Feb. 3	Feb. 14	Feb. 18	Feb. 24	Mar. 23	Apr. 1
NILE	Feb. 17	Feb. 28	Mar. 4	Mar. 10	Apr. 6	Apr. 15
MAITA	Mar. 3	Mar. 14	Mar. 18	Mar. 24	Apr. 21	Apr. 30
SUMATRA	Mar. 17	Mar. 28	Apr. 1	Apr. 7	May 5	May 14
SUBLA	Mar. 31	Apr. 11	Apr. 15	Apr. 21	May 19	May 28
NAMUR	Apr. 14	Apr. 25	Apr. 29	May 5	June 3	June 12
	Apr. 28	May 9	May 13	May 20	June 18	June 27

These Steamers call also at PORT SWETHEHAM, PENANG and COLOMBO.
FARE: TO LONDON.
1st Saloon £50 Single. £75 Return.
2nd Saloon £25 Single. £40 Return.

FARE: TO MARSEILLES.
1st Saloon £40 Single.
2nd Saloon £23 Single.
All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.
THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%.
For Further Particulars, apply to—

F. A. HEWETT,
SUPERINTENDENT.

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATION	STEAMER AND DISPLACEMENT	TONS	SAILING DATE
MARSEILLES, LONDON and ANTWERP, via SINGA.	IYO MARU Capt. Hirasu	12,500	WEDD'AY, 24th Sept., at Daylight.
PORE, PENANG, COLOMBO, SUEZ and PORT SAID	HIRANO MARU Capt. H. Fraser	16,000	WEDD'AY, 8th Oct., at D'light.
YOKOHAMA, KOBE, SHANGHAI, MOJI, KOREA, YOKKAICHI, SHIMIDZU and YOKOHAMA	SADO MARU Capt. Asakawa	12,500	TUESDAY, 23rd Sept., at 4 P.M.
YOKKAICHI, SHIMIDZU and YOKOHAMA	YOKOHAMA MARU Capt. S. Wada	12,500	TUESDAY, 7th Oct., at Noon
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KUMANO MARU Capt. M. Winkler	9,300	WEDD'AY, 24th Sept., at Noon.
	INABA MARU Capt. Tominga	12,500	WEDD'AY, 22nd Oct., at Noon.
CALCUTTA via SINGAPORE, PENANG & RANGOON	CEYLON MARU Capt. Noguchi	12,000	SATURDAY, 20th September.
COLOMBO via SINGAPORE, PENANG & RANGOON	KAMAKURA MARU Capt. T. Hori	12,500	MONDAY, 15th September
KOBE and YOKOHAMA	TANGO MARU Capt. Yoshikawa	13,500	THURSDAY 11th Sept., at 11 A.M.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	TOSA MARU Capt. Sato	12,000	MONDAY, 15th September.
NAGASAKI, KOBE & YOKOHAMA	INABA MARU Capt. Tominga	12,500	WEDD'AY, 24th Sept., at 11 A.M.
SHANGHAI, MOJI and KOBE	PENANG MARU Capt. Noma	12,500	WEDD'AY, 24th September.

§ Fitted with New System of Wireless Telegraphy. Cargo only.

REDUCED SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months.
Commencing from 1st June, ending 30th September, 1913.

	YOKOHAMA Return.	KOI Return.	MOJI Return.	NAGASAKI Return.
1st Class ...	\$135	\$122	\$108	\$95
2nd „ ...	\$81	\$75	\$65	\$57

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	ASSAYE	D'light, 12th Sept.	Freight and Passage.
LONDON VIA USUAL PORTS	DEVANHA	Noon, 13th Sept.	See Special Advertisement.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, & MARSEILLES	NYANZA	About 13th Sept.	Freight and Passage.
SHANGHAI, MOJI, KOBE (SYRIA) AND YOKOHAMA	Capt. C. R. Longden, R.N.R.	About 22nd Sept.	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to

E. A. HEWETT,
Superintendent

Hongkong, 11th September, 1913.

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
KERAU	"KIUKIANG"	On 11th Sept., 9 A.M.
SWATOW, NINGPO & SHANGHAI	"KWEILIN"	On 11th Sept., 4 P.M.
SHANGHAI	"LUCHOW"	On 11th Sept., 4 P.M.
HOIHOW, PAKHOI & HAIFONG	"KAIFONG"	On 13th Sept., 9 A.M.
SHANGHAI	"YINGCHOW"	On 13th Sept., 9 A.M.
WEIHAWEI, CHEFOO and TIENTSIN	"KUEICHO"	On 14th Sept., D'light.
MANILA, CEBU and ILOILO	"TEAN"	On 16th Sept., 4 P.M.
SHANGHAI	"ANHU"	On 18th Sept., 4 P.M.
SHANGHAI	"CHENAN"	On 20th Sept., M'night.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL".
MANILA LINE—TWIN SCREW STEAMERS "CHINEUA," "TAMING" and "TEAN." Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."

SHANGHAI LINE—THE TWIN SCREW STEAMERS "ANHU," "CHENAN," "LINTAN" and the S.S. "LUCHOW" having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Midnight on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pk at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Wusung.

REDUCED FARES—SINGLE \$10.....RETURN \$75.

For Freight or Passage apply to— BUT FIELD & SWIRE.

Hongkong, 11th September, 1913. TELEPHONE 36. AGENTS. [7]

HAMBURG - AMERIKA LINIE.

IN CONJUNCTION WITH
DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK and from MANILA, HONGKONG and JAPAN, to VANCOUVER (B.C.) and PORTLAND (Or.).

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMeward.
FOR SHANGHAI, KOBE and YOKOHAMA:	FOR HAVRE & HAMBURG:
S.S. LIBERIA ... 11th Sept.	S.S. BELGRAVIA ... 14th Sept.
S.S. ALBENGA ... 20th Sept.	FOR HAMBURG, BREMEN & HAMBURG:
S.S. SUEDMARK ... 20th Sept.	S.S. SCANDIA ... 17th Sept.
S.S. ARABIA ... 6th Oct.	FOR NEW YORK:
S.S. SEGOVIA ... 20th Oct.	S.S. AMBRIA ... 19th Sept.
S.S. ALTMARK ... 5th Nov.	FOR HAVRE, ANTWERP & HAMBURG:
	S.S. GRACIA ... 19th Sept.
	FOR VANCOUVER, SEATTLE and/or TACOMA & PORTLAND (Or.):
	S.S. C. FRED. LARSEN 30th Sept.
	FOR HAVRE & HAMBURG:
	S.S. SENEGAMBIA ... 1st Oct.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong 9th September 1913. [9]

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR
SWATOW, AMOY AND FOCHOW
AND RETURN.

(Occupying 9 to 11 Days).

STEAMSHIP	CAPTAIN	LEAVING
"JAIPAN"	Capt. J. S. Roach	SATURDAY, 13th Sept., at 5 P.M.
"HAIYANG"	Capt. A. E. Hodgins	FRIDAY, 19th Sept., at 11 A.M.

* This Steamer will not Call at Swatow.

For SWATOW AND RETURN.

"HAIMUN" ... Capt. J. W. Evans ... FRIDAY ... 12th Sept., at 2 P.M.

Steamers will arrive at and Depart from the Company's Wharf (near Ulake Pier).

For Freight and Passage, apply to—

DOUGLAS, LIPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 11th September, 1913. [6]

THE EASTERN & AUSTRALIAN

STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA

VIA MANILA.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS	20th September	On 19th Sept., 11 A.M.
EASTERN	11th October	On 10th Oct., 11 A.M.
ALDENHAM	1st November	On 31st Oct., 11 A.M.
EMPIRE		On 21st Nov., 11 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of ice, Fresh Provisions, etc., and are lighted throughout with Electricity.

A qualified Doctor and Stewards are carried.

For further particulars apply to—

GIBB, LIVINGSTON & Co.,
AGENTS.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU, SHINYO MARU AND

TENYO MARU.

Speed 21 KNOTS, Displacement 22,000 TONS.

NIPPON MARU & HONGKONG MARU.

INTERMEDIATE STEAMERS

Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER CAPTAIN DATE OF SAILING.

HONGKONG MARU ... S. Togo ... FRIDAY, 19th Sept., Noon.

SHINYO MARU ... H. S. Smith ... THURSDAY, 25th Sept., at Noon.

CHIYO MARU ... W. W. Green ... FRIDAY, 27th Oct., at Noon.

NIPPON MARU ... A. G. Stevens ... WED. DAY, 5th Nov., at Noon.

TENYO MARU ... E. Bent ... TUESDAY, 11th Nov., at Noon.

THE S.S. "HONGKONG MARU" will be despatched for SAN FRANCISCO via MANILA, NAGASAKI, KOBE, YOKOHAMA AND HONOLULU on FRIDAY, the 19th September, at Noon.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers—

ANYO MARU, BUYO MARU AND KIYO MARU

Ply between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA, HONOLULU, HILO, HAWAII, MANZANILLO, SALINA CRUZ, CALLAO, AERICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER TONS DATE OF SAILING.

BUYO MARU ... 10,500 ... SATURDAY, 4th Oct., at Noon.

ANYO MARU ... 18,500 ... WED. DAY, 3rd Dec., at Noon.

KIYO MARU ... 17,200 ... THURSDAY, 5th Feb., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH and TELEPHONE, APPARATUS and POST OFFICES.

SPECIAL RATES: To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,
King's Building (Opposite Blake Pier).

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PHILIPPINES S.S. CO.

REGULAR SERVICES,
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

TRANS-PACIFIC LINE.

IN CONNECTION AT TACOMA AND SEATTLE WITH

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO.

SOUTH AMERICA LINE.

FOR VICTORIA, B.C. AND TACOMA VIA JAPAN PORTS.

STEAMER CAPTAIN LEAVING

"PANAMA MARU" ... J. Kanoo ... WED. DAY, 17th Sept., at 1 P.M.

"SEATTLE MARU" ... T. Saito ... THURSDAY, 2nd Oct., at 1 P.M.

"MEXICO MARU" ... N. Kobayashi ... WED. DAY, 15th Oct., at 1 P.M.

"CHICAGO MARU" ... Goto ... THURSDAY, 30th Oct., at 1 P.M.

"CANADA MARU" ... K. Hori ...

"TACOMA MARU" ... T. Hamada ...

* Calling at KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, SHIMIDZU and YOKOHAMA.

* Calling at KEELUNG, MOJI, KOBE, YOKKAICHI, SHIMIDZU AND YOKOHAMA.

These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus.

A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given to Express connection.

JAPAN-BOMBAY LINE.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM, PENANG and COLOMBO.

STEAMER CAPTAIN LEAVING

"SAIGON MARU" ... T. Yamaguchi ... MONDAY, 22nd Sept., 4 P.M.

"INDO MARU" ... K. Komiya ... THURSDAY, 2nd Oct., 4 P.M.

"LUZON MARU" ... H. Yamamoto ...

"SAIGON MARU" ... T. Yamaguchi ...

CHINA AND FORMOSA LINE.

FOR FOCHOW VIA SWATOW AND AMOY.

STEAMER CAPTAIN LEAVING

"KAIO MARU" ... Y. Yamamoto ... SATURDAY, 13th Sept., at 2 P.M.

FOR TAMSUI VIA SWATOW AND AMOY.

STEAMER CAPTAIN LEAVING

"DAIGI MARU" ... S. Tokushige ... FRIDAY, 12th Sept., at Noon.

"DAIGI MARU" ... S. Tokushige ... MONDAY, 15th Sept., at Noon.

FOR ANPING AND TARAO VIA SWATOW AND AMOY.

STEAMER CAPTAIN LEAVING

"SHOSHU MARU" ... T. Fuchigami ... WED. DAY, 17th Sept., at 10 A.M.

FOR CANTON.

STEAMER CAPTAIN LEAVING

"SHOSHU MARU" ... T. Fuchigami ... FRIDAY, 12th Sept.

These Steamers of Coast and Formosa Line have Excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soen Yip Wharf (near the Harbour Office, Prince Central).

For FURTHER INFORMATION, apply to

Z. KAMIYA,
MANAGER,
Second Floor No. 1 Queen's Building.

NORDDEUTSCHER LLOYD. BREMEN.

IMPERIAL GERMAN MAIL
LINES.

FOR STEAMERS TONS TO SAIL

NAPLES, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG ... LUETZOW, Capt. H. Textor, 17,300 Wed. day, 17th Sept., at 10 A.M.

SHANGHAI, TSINGTAU, KOBE and YOKOHAMA ... "GNEISENAU," Capt. Fr. Rühl, 16,000 (About Wed. day, 17th Sept.)

MANILA, YAP, MARONN, NEW-GUINEA, BRISBANE, SYDNEY ... "COBLENZ," Capt. L. Klugkist, 6,750 Saturday, 4th Oct., at 9 A.M.

and MELBOURNE ...

KOBE and YOKOHAMA ... "COBLENZ," Capt. L. Klugkist, 6,750 (About Tuesday, 16th Sept.)

JESSELTON, KUDAT and SANDAKAN ... "BORNEO," Capt. J. Kornitz, 5,000 (About End of Sept.)

All the Steamers of the European Line are fitted with Wireless Telegraphy New System of Telefunken.

For Further Particulars, apply to

NORDDEUTSCHER LLOYD,
MEIJSERS & Co.,
GENERAL AGENTS HONGKONG and CHINA.

Hongkong, 11th September 1913. [4]

ON SALE.

THE DIRECTORY AND CHRONICLE 1913.

FOR CHINA, JAPAN, COREA, INDO-CHINA, SIAM, STRAITS SETTLEMENTS, MALAY STATES, NETHERLANDS INDIA, PHILIPPINES, BORNEO, ETC.

FIFTY-FIRST ANNUAL ISSUE.

The DIRECTORY covers the whole of the ports and cities of the Far East, from Netherlands India to Siberia, in which Europeans reside.

Not only is the Directory as full and complete in each case as it can be made, but each Colony, Port or Settlement is prefaced by a DESCRIPTION, carefully revised each year, most of which will serve as accurate GUIDES FOR THE TRAVELLER, giving every detail in connection with the places, their History, Topography, &c. &c.

The Information in these Descriptions, consisting of a hundred interesting articles, packed with facts concisely set out, and containing statistics of the Trade of each Country and Port, would alone suffice to fill a large volume.

Royal Octavo—Complete with Fifteen Maps, and Plans, pp. 1,850, \$10.00. Directory only, pp. 364, \$6.00.

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Peking, Soochow, Canton, Tientsin, Chinkiang, Whampoa, Peitshai, Nanking, Kowloon, Chinwangtao, Wuhu, Lappa, Tai, Kewking, Samshui, Anking, Hankow, Kungmoon, Manchuria, Yechow, Nanning, Trade Ports, Shensi, Wuchow.

Newchwang, Ichang, Kwangchow, Dairen, Chungking, Pakhoi, Port Arthur, Hangchow, Hoibow, Chefoo, Ningpo, Lungchow, Weihaioei, Wenchow, Mengtze, Kinshau, Santu, Hokow, Tsinanfu, Foochow, Szemao, Mukden, Amoy, Tengyueh, Shanghai, Swatow.

JAPAN and FORMOSA.

Tokyo, Osaka, Keelung, Yokohama, Moji, Tainanfu, Kobe, Nagasaki, Takow, Hakodate, Anping, Shimonoseki, Tamsui.

EASTERN SIBERIA.

Vladivostok, Nicolajevsk.

CHOSEN.

Seoul, Wonsan, Molpe, Chumupo, Fusan, Chianampo, Kusan, Pingyang, Soeghin.

HONGKONG and ITS DEPENDENCIES, MACAO.

FRENCH INDO-CHINA.

Haroi, Annam, Tourane, Haiphong, Hue, Saigon, Tonkin Provinces, Quinhon, Cambodge.

PHILIPPINES.

Manila, Iloilo, Cebu.

BORNEO.

Sarawak, Labuan, British North Borneo, Brunei.

BANGKOK.

STRAITS SETTLEMENTS.

Singapore, Penang, Malacca, Prov. Wellesley.

MALAY STATES.

Perak, Selangor, Pahang, Negri Sembilan, Johore, Kedah, Kelantan, Trengganu, Perlis.

NETHERLANDS INDIA.

Batavia, Samarang, Padang, Buitenzorg, Sourabaya, Macassar, East Coast of Sumatra.

NAVAL SQUADRONS.

German, Austrian, United States, French, Japanese, Italian, British, Siamese, Italian, Austrian.

OFFICERS OF COAST AND RIVER STEAMERS.

The Book is printed from New Type and specially reserved for the purpose, and uniformity in every arrangement greatly facilitates reference.

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ALPHABETICAL LIST OF RESIDENTS contains the names of over

20,000 FOREIGNERS,

arranged, with the Initials as well as the Surnames, in strictly Alphabetical Order, so that any name can be found instantly.

To be obtained from Messrs. KELLY & WALSH, Ltd., Messrs. BAKER & Co., or from the Printers and Publishers, the "HONGKONG DAILY PRESS" Office.

PRICE \$3.50

CHILDREN OF FAR CATHAY.

A SOCIAL AND POLITICAL NOVEL OF

ABSORBING INTEREST.

By CHAS. J. HALCOMBE.

Formerly of the Imperial Chinese Customs Service, Author of "The Mystic Flowery Land," etc.

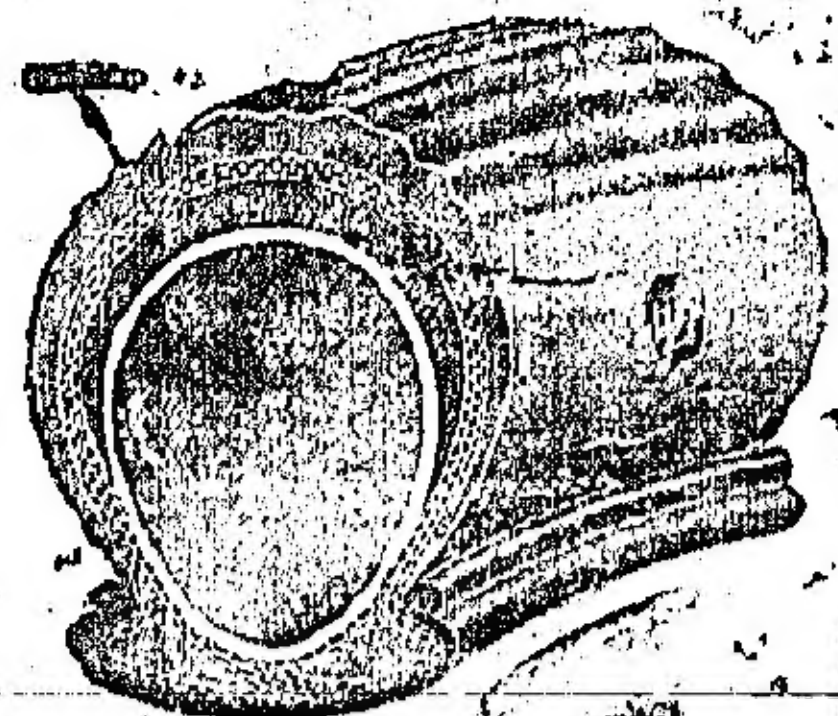
THE VOLUME, which consists of 461

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the most durable and economical
PNEUMATIC
for
RICKSHAWS AND MOTOR CARS.

Representative for China:

HUGO C. A. FROMM.

Hongkong, 8th September, 1913.

[44-35]



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Hongkong, 8th September, 1913.

[44-13]

NATURA MILK

LION



BRAND

BEST STERILIZED MILK
ON THE MARKET.

\$9 PER CASE OF 48 TINS AT 1 LB.

HUGO C. A. FROMM,

20, DES VŒUX ROAD, 1ST FLOOR.

TEL. 960.

Hongkong, 8th September, 1913.

[44-45]

POST OFFICE NOTICE.

The *Assaye*, with the English Mail, left Singapore on Saturday, the 6th inst., at 10 a.m., and is expected to arrive here to-day. This packet brings the parcel mails closed in London for despatch by the all-sea route on the 6th ult., and for despatch overland on the 13th ult.

The *Shingo Maru*, with the American Mail, is due to arrive here to-morrow, at 10 a.m.

The *Devenha*, with the Mail from London (via Siberia) of Wednesday, 20th, and Saturday, 23rd ult., is due to arrive here to-morrow.

FOR	PER	DATE
Holhow and Bangkok	Michael Jensen	Thursday, 11th, 9.00 P.M.
Swatow and Bangkok	Lockam	Thursday, 11th, 11.00 A.M.
Fort Bayard, Haiphong, Pakhoi and Saigon	Hue	Thursday, 11th, 11.00 A.M.
Macao	Sui Tai	Thursday, 11th, 1.15 P.M.
Swatow and Ningpo	Kwoon	Thursday, 11th, 3.00 P.M.
Shanghai and North China	Luchow	Thursday, 11th, 3.00 P.M.
Shanghai and North China	Danfa	Thursday, 11th, 3.00 P.M.
Shanghai, North China and Japan via Kobe	Radnorshire	Thursday, 11th, 5.00 P.M.
SHANGHAI AND NORTH CHINA... (EUROPE VIA SIBERIA)	Assaye	Thursday, 11th, 5.00 P.M.

Swatow, Amoy and Formosa via Tamsui	Daigi Marx	Friday, 12th, 11.00 A.M.
Swatow, Shanghai and North China	Hungang	Friday, 12th, 11.00 A.M.
Wenhaiwei, Chefoo and Tientsin	Cheongking	Friday, 12th, 11.00 A.M.
Swatow	Haiman	Friday, 12th, 1.00 P.M.
Straits and Samarang	Chungang	Friday, 12th, 1.00 P.M.
Macao	Sui Tai	Friday, 12th, 1.15 P.M.
Holhow, Pakhoi, Haiphong and Saigon	Kaifong	Saturday, 13th, 8.00 A.M.

PHILIPPINE ISLANDS, JAPAN via NAGASAKI, HONOLULU, UNITED STATES, SOUTH AMERICA, and CANADA via SAN FRANCISCO	Perata	Saturday, 13th, 10.00 A.M.
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STRAITS, BURMAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEK, EGYPT, and EUROPE via BRINDISI	Devenha	Late Letters 11.00 to Noon. (Extra Postage 10 cents.)
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(Supplementary mail on board up to the time fixed for departure of the mail, Extra Postage 10 cents.)
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)
The Parcel mail will be closed to-morrow, at 5 p.m.

Philippine Islands	Longang	Saturday, 13th, 1.00 P.M.
Macao	Sui Tai	Saturday, 13th, 1.15 P.M.
Amoy and Foochow	Haitan	Saturday, 13th, 2.00 P.M.
Philippine Islands	Zofiro	Saturday, 13th, 3.00 P.M.
Wenhaiwei, Chefoo and Tientsin	Kueichow	Saturday, 13th, 5.00 P.M.
Shanghai and North China	Yingchow	Saturday, 13th, 5.00 P.M.

(EUROPE VIA SIBERIA)

Sandakan	Mawans	Monday, 15th, 11.00 A.M.
Shanghai and North China	Kwongang	Monday, 15th, 5.00 P.M.
Philippine Islands	Tean	Tuesday, 16th, 3.00 P.M.

STRAITS, BURMAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEK, EGYPT, and EUROPE via NAPLES	Lutsow	Wednesday, 17th, 11.00 A.M.
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Formosa via Koolung, Shanghai, North China, Japan via Nagasaki, Victoria, B.C., and Tacoma	Panama Maru	Wednesday, 17th, NOON
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Shanghai and North China	Anhui	Thursday, 18th, 3.00 P.M.
Philippine Islands, Australia, Tasmania, and New Zealand via Port Darwin	St. Albans	Friday, 19th, 10.00 A.M.
Swatow, Amoy and Foochow	Haitan	Friday, 19th, 10.00 A.M.

PHILIPPINE ISLANDS, JAPAN via NAGASAKI, HONOLULU, UNITED STATES, SOUTH AMERICA, and CANADA via SAN FRANCISCO	Hongkong Maru	Registration with late fee of 10 cents up to 10.45 a.m.
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Philippine Islands	Yuenang	Saturday, 20th, 1.00 P.M.
Shanghai and North China	Chenan	Saturday, 20th, 5.00 P.M.
Philippine Islands, Australia, Tasmania, and New Zealand via Port Darwin	Taiyuan	Wednesday, 24th, 2.00 P.M.

COMMERCIAL

CLOSING QUOTATIONS,
September 10th.

ON LONDON:	
Telegraphic Transfer	111 1/2
Bank Bills, on demand	111 1/2
Bank Bills, at 30 days' sight	2
Bank Bills, at 4 months' sight	2 1/2
Credits, at 4 months' sight	2 1/2
Documentary Bills, at 4 months' sight	2 1/2
ON PARIS:	
Bank Bills, on demand	25 1/2
Credits, at 4 months' sight	25 1/2
ON GERMANY:	
On demand	203
ON NEW YORK:	
Bank Bills, on demand	49 1/2
Credits, at 60 days' sight	49 1/2
ON BOMBAY:	
Telegraphic Transfer	148 1/2
Bank, on demand	148 1/2
ON CALCUTTA:	
Telegraphic Transfer	148 1/2
Bank, on demand	148 1/2
ON SHANGHAI:	
Bank, at sight	73 1/2
Private, 30 days' sight	74 1/2
ON YOKOHAMA:	
On demand	75 1/2
ON MANILA:	
On demand	75 1/2
ON SINGAPORE:	
On demand	120 1/2
ON BATAVIA:	
On demand	1 1/2 p.m.
ON HAIPHONG:	
On demand	77 1/2
ON SAIGON:	
On demand	77 1/2
ON BANGKOK:	
On demand	77 1/2
SOVEREIGNS, Bank's Buying Rate	\$9.95
GOLD LEAF, 100 fine, per tola	\$82.90
BAR SILVER, per oz.	27 1/2

SUBSIDIARY COINS.	
Chinese, 20 cents pieces	\$8.75 discount.
Chinese, 10 "	\$8.68 "
Hongkong, 20 "	\$8.75 "
Hongkong, 10 "	\$8.75 "

MAILS VIA SIBERIA.

London	Sept. 8th.
August 22nd.	September 8th.
August 23rd.	September 8th.

SHARE LIST.—QUOTATIONS.

HONGKONG 10TH SEPTEMBER, 1913.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS.	RETURN ON BASIS OF LAST DIV'D.
BANKS.—					
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$79 1/2, sellers	5 1/2 p.c.
China Bank Corporation, Limited	60,000	\$12	all	\$10, sales	8 1/2 p.c.
China Light and Power Company, Ltd.	50,000	\$5	all	\$4	
China Provision, Loan & Mortgage Co., Ltd.	50,000	\$1	all	\$8 1/2, buyers	7 1/2 p.c.
COTTON MILLS.—					
Ewo Cotton Spin'g. & Weaving Co., Ltd.	30,000	Tls. 50	all	Tls. 128, buyers	
Hongkong Cotton Spinning Co., Ltd.	125,000	\$19	all	\$9	
Dairy Farm Company, Limited	40,000	\$7 1/2		\$2 1/2, buyers	5 p.c.
DOCK AND WHARVES.—					
Hongkong & Wharves Dock Co., Ltd.	60,000	\$50	all	\$92 1/2, sellers	5 p.c.
Hongkong & Wharves Dock Co., Ltd.	50,000	\$50	all	\$79	3 p.c.
New Amoy Dock Co., Limited	10,000	\$63	all	\$8 1/2	7 1/2 p.c.
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 53, buyers	
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	all	Tls. 105	
Green Island Cement Co., Limited	400,000	\$10	all	\$5 1/2, sellers	
Hongkong Electric Co., Limited	60,000	\$10	all	\$4 1/2, buyers	4 p.c.
Hongkong Hotel Company, Limited	12,000	\$50	all	\$12 1/2	5 p.c.
Manila Metropole Hotel, Limited	8,000	\$5	all	\$3 1/2	
Hongkong Ice Company, Limited	15,000	\$10	all	\$17 1/2, sellers	5 1/2 p.c.
Hongkong Rope Manufacturing Co., Ltd.	60,000	\$10	all	\$23, buyers	9 1/2 p.c.
Hongkong South China Steam Navigation Co., Ltd.	15,000	\$10	all	\$2, buyers	
Hongkong Steel Foundry Co., Ltd.	15,000	\$10	all	\$10	
Hongkong Tramway Co., Ltd.	325,000	5/	all	8/6, buyers	
INSURANCES.—					
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$312 1/2, buyers	6 p.c.
China Fire Insurance Co., Limited	20,000	\$100	\$25	\$148, buyers	6 1/2 p.c.
Hongkong Fire Insurance Co., Ltd.	8,000	\$250	\$50	\$360, buyers	7 1/2 p.c.
North China Insurance Co., Limited	10,000	\$15	\$5	Tls. 137 1/2	
Union Insurance Society, Limited	12,400	\$250	\$100	\$75	6 1/2 p.c.
Yangtze Insurance Association, Ltd.	12,000	\$100	\$60	\$190, @ Ex 73	
LANDS AND BUILDINGS.—					
Hongkong Land Investment Co., Ltd.	50,000	\$100	all	\$114	6 1/2 p.c.
Hongkong Land Reclamation Co., Ltd.	25,000	\$100	\$75	\$200	
Humphreys Estate and Finance Co., Ltd.	150,000	\$10	all	\$9, buyers	5 1/2 p.c.
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$30	\$46, buyers	7 p.c.
Shanghai Land Investment Co., Ltd.	73,000	Tls. 50	all	Tls. 89	
West Point Building Co., Limited	12,500	\$50	all	\$72, sellers	5 1/2 p.c.
Matchless tot Mijp, Bosch-on	25,000	Gds. 10	all	Tls. 23, buyers	
Landbouw exploitatie in Langkat					
Mining.—					
Chinese Engineering and M. Co., Ltd.	1,000,000	\$1	all	32/6	
Heavood Tin and Rubber Estate, Ltd.	822,000	\$2	all	3/5	
Raub Australian Gold Mining Co., Ltd.	200,000	\$2	all	\$3, buyers	
Tromps Mines, Limited	160,000	\$1	all	\$7 1/2	
Peak Tramways Co., Limited	50,000	\$10	all	\$0.90	
Philippine Co., Limited	75,000	\$10	all	\$5	
Pulperies et Papeteries du Tonkin Societe des	13,200	\$50	all	\$20, sellers	
REFINERIES.—					
China Sugar Refining Co., Limited	20,000	\$100	all	\$97	3 p.c.
Luzon Sugar Refining Co., Limited	7,000	\$160	all	\$35	
STEAMSHIP COMPANIES.—					
China and Manila Steamship Co., Ltd.	30,000	\$25	all	\$6	
Douglas Steamship Co., Limited	20,000	\$50	all	\$37, sellers	5 p.c.
H'kong, Canton & Macao S.B. Co., Ltd.	80,000	\$15	all	\$23 1/2, sellers	7 1/2 p.c.
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$5	all	\$75	
Shell Transport & Trading Co., Ltd.	2,500,000	\$1	all	108/6	6 p.c.
Star Ferry Company, Limited	30,000	\$10	all	\$57, buyers	3 1/2 p.c.
Song's China Morning Post, Limited	6,000	\$25	all	\$22	
Steam Laundry Company, Limited	20,000	\$5	all	\$4	
STORES AND DISPENSARIES.—					
Campbell, Moore & Co., Limited	1,200	\$10	all	\$25	
Powell, Wm., Limited	15,000	\$7	all	\$10 1/2, sales	4 p.c.
Watson & Co., A. S., Limited	90,000	\$10	all	\$72, buyers	
Weissmann, Limited	5,000	\$10	all	\$31	
Union Waterboat Co., Limited	50,000	\$10	all	\$17, buyers	5 1/2 p.c.

Para Rubber in London ... 3/7 per lb.

Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1896	Tls. 767,200	Tls. 250	7% p. annum Par.	

VERNON & SMYTH, Share Brokers.

FORTHCOMING EVENTS.

Wednesday, 24th Sept. —	Noon—Douglas Steamship Co., Ltd., Meeting of Shareholders.
Monday, 15th Sept. —	3 p.m.—Auction of Crown Land at Wong Nei Chong Rd. and Tai Hang Village, by Public Works Dept.
Friday, 19th Sept. —	11 a.m.—Hongkong Club Half-Yearly Drawing of 65 Debentures at the Club House.

VISITORS TO CANTON

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"FROM HONGKONG TO CANTON BY THE PEARL RIVER."

BY

CAPTAIN C. V. LLOYD.

With Illustrations, Maps and Plans.

Price ... \$1.75

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Egyptian Cigarettes.



"SPECIALS" ARE DELIGHTFULLY MILD AND

AROMATIC. GREAT CARE HAS BEEN TAKEN IN THE

BLENDED AND MANUFACTURE OF THIS BLEND TO

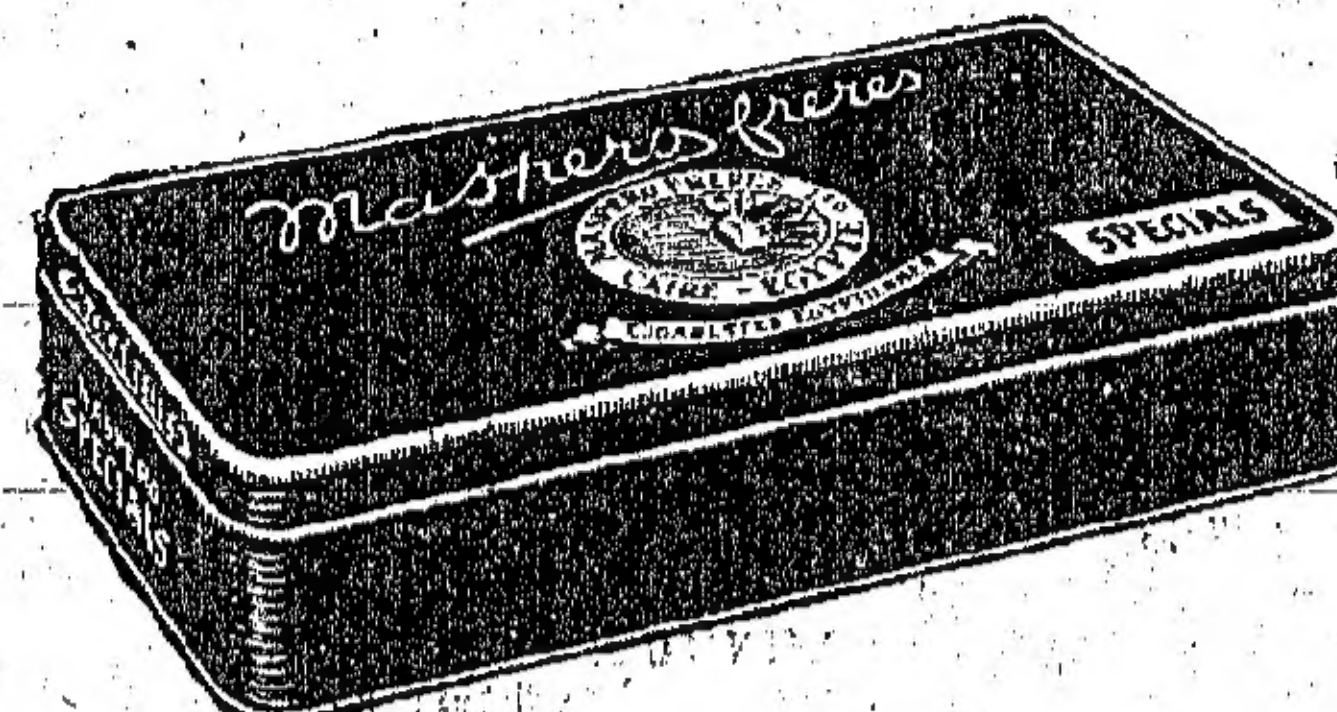
ENSURE ITS BEING ACCEPTABLE TO THE SMOKER OF

MOST DELICATE TASTE.

PRICE \$1.50 PER 50.

INSIST ON SEEING MASPERO FRERES TRADE MARK

ON EVERY PACKAGE.



29

PETER'S, NESTLE'S AND KOHLER'S CHOCOLATES.

COMPETITION NO. 6. (August).

PRIZE ANNOUNCEMENT.

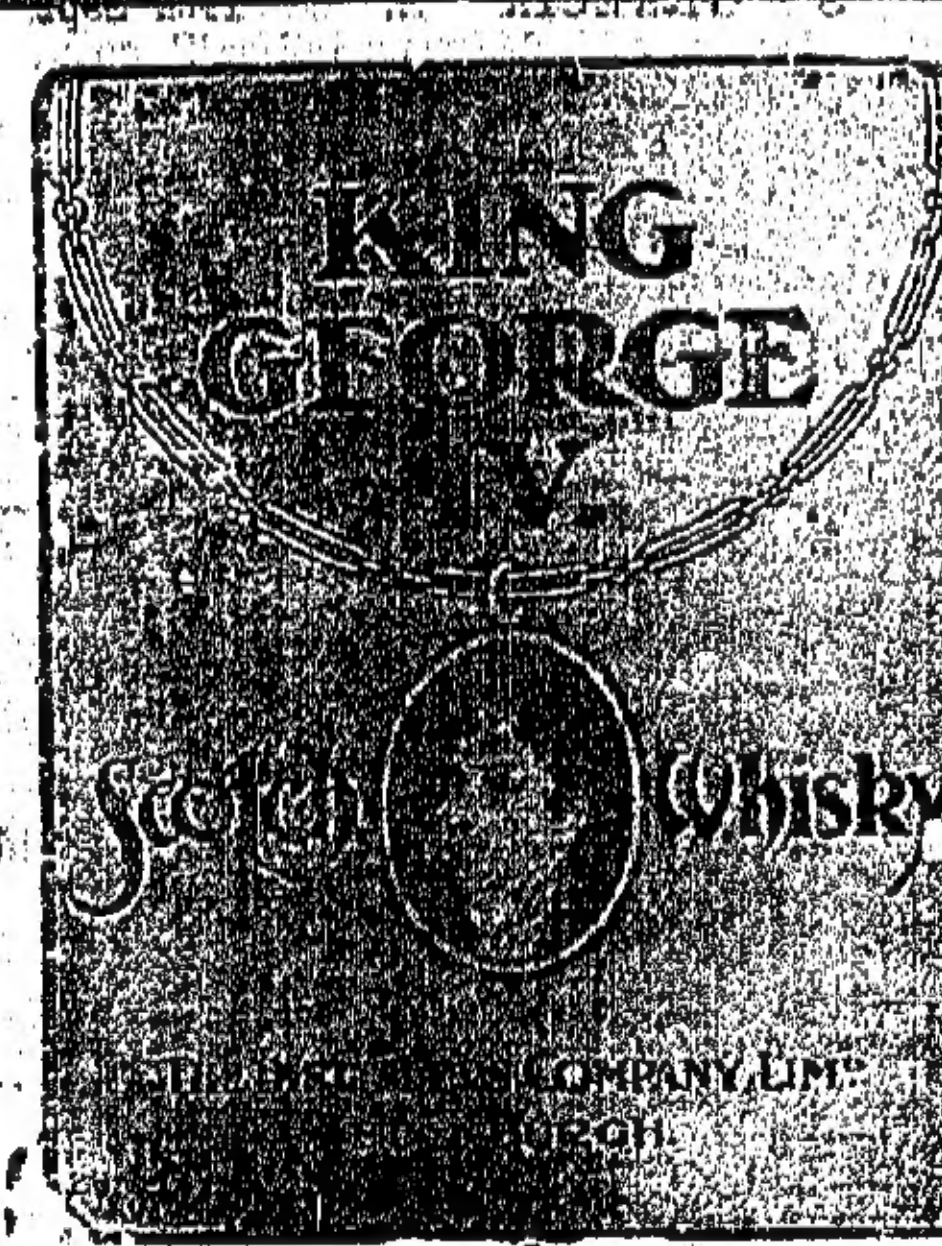
WE have pleasure in announcing the result of the "Couplet" Competition as advertised during August:—

In our opinion the best collection of COUPLETS has been sent in by one whose nom de plume is "Eno," and a WRIST WATCH has been awarded accordingly.

Prizes of Chocolate have also been awarded to the following:

"FIRST ATTEMPT."
"ICHT."
"X. Y. Z."
"CHIRIPA."
"AMOR."

[34-2]



AT ROYAL
DRINK

"KING GEORGE
IV."

SCOTCH WHISKY.

THE TOP NOTCH OF
SCOTCH.

SOLE AGENTS:

GANDE, PRICE & CO., LTD.,

6, QUEEN'S ROAD CENTRAL, HONGKONG.

TELEPHONE No. 135.

[42-1]

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